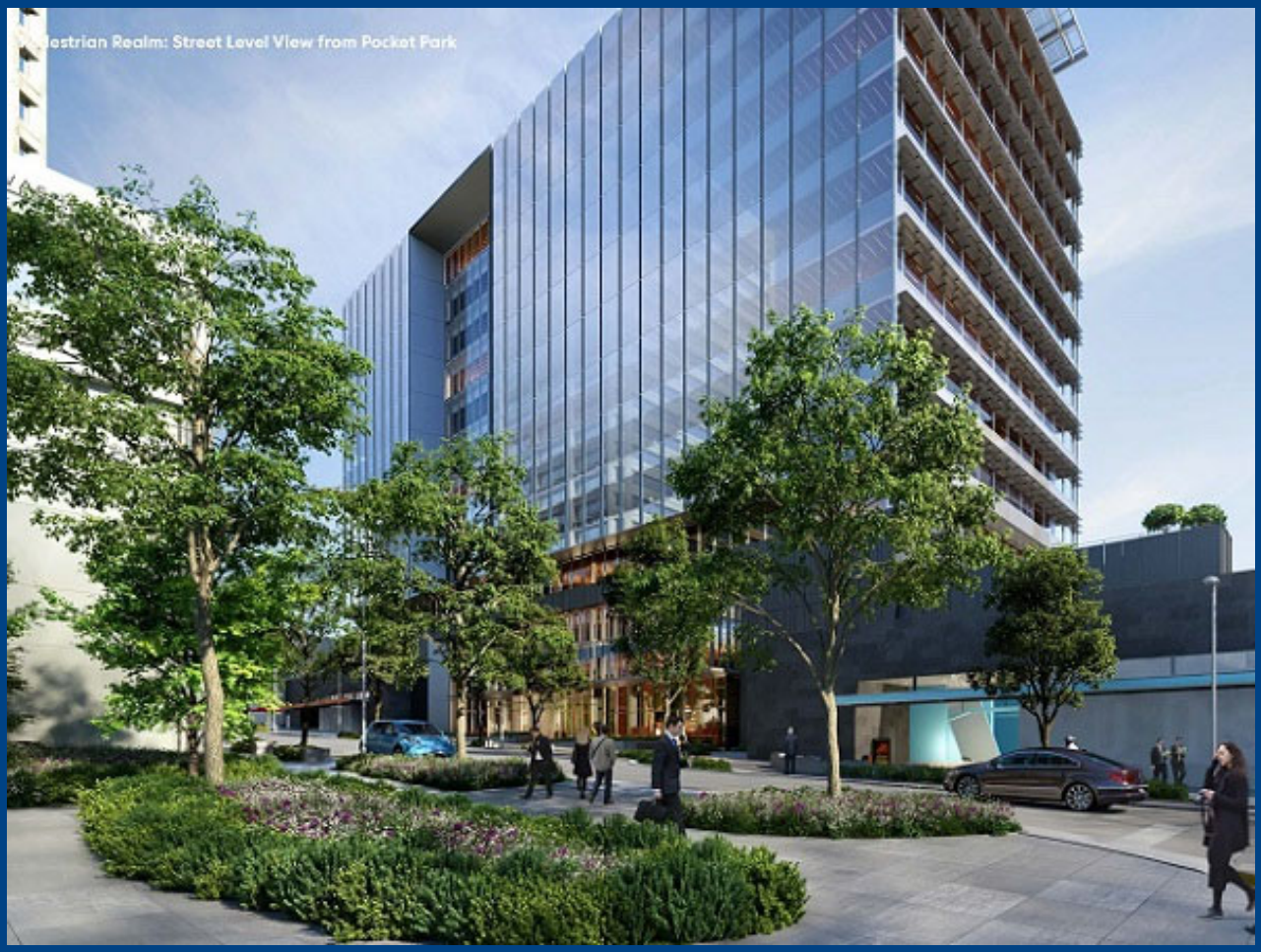
Agency Progress Report
Capital Programs



University District Station Building (UDSB) rendering

Groundbreaking ceremony held for UDSB on May 10; ST's first integrated joint development project.

May | 2023

SOUNDTRANSIT

Prepared by Project Controls | Portfolio Services Office

Editor's Note

Sound Transit's Monthly Agency Progress Report summarizes projects and major contracts status, risk, and performance for capital projects.

Due to timing differences in the production of the APR and ST financial reports, actual cost data presented in the APR may not match quarterly budget reports or annual financial statements. However, the actual cost data is reconciled to the financial information on a regular basis.

We always appreciate any suggestions you might have for future refinements to this document. To make suggestions, please contact Aniekan Usoro at (206) 398-5000.

The Agency Progress Report can also be found on the web at http://www.soundtransit.org/get-to-know-us/documents-reports/agency-progress-reports.

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Agency Progress Report

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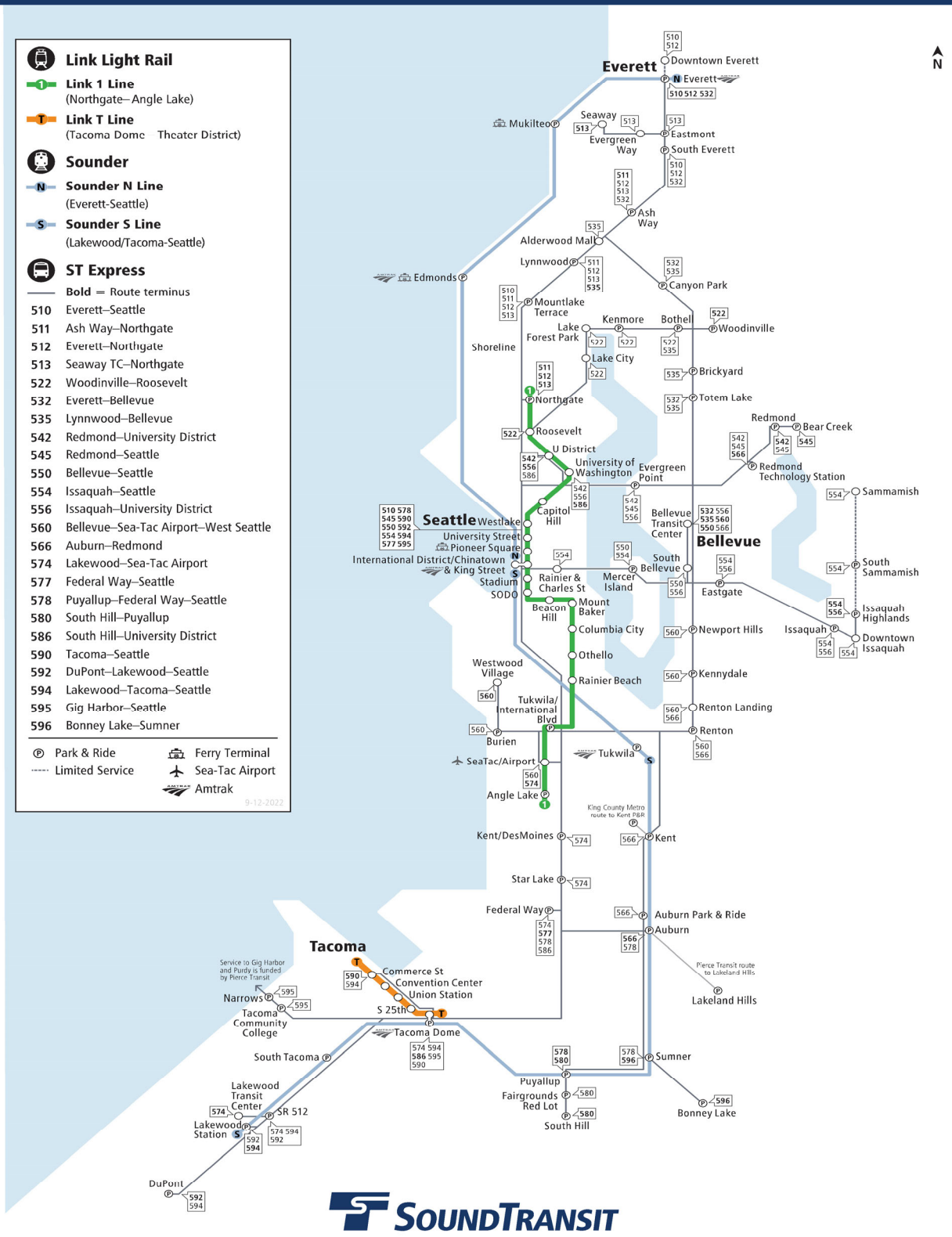
Sound Transit Current Service



Sound Transit future service

02/2023

Regular Link light rail services resumes

On May 12, Link light rail returned to regular service after a multi-day, unplanned period of single tracking through downtown stations; the service disruption had required riders to transfer at Pioneer Square station if they were traveling further in either direction.

We were forced to disrupt Link service late last month on April 27 so we could investigate damage caused by a non-Sound Transit construction crew working at street level which broke through the roof of the tunnel above Westlake station. While no one was injured at the time, subsequent examination of the damage showed it was more significant than originally thought, necessitating the emergency service disruption for the safety of passengers.

The northbound platform closure allowed Sound Transit personnel to closely examine the damage and determine what repairs will be necessary. Crews erected scaffolding on the station platform to remove debris and inspect the area.

The return to regular service means trains were longer single tracking through downtown. After a brief, one-day ramp-up period on May 12, peak-hour trains started running every 10 minutes instead of the usual eight minutes. However, trains began running at the normal eight-minute frequency during peak hours the following on May 13.

Puyallup Garage Ribbon Cutting

On May 13, we celebrated the opening of the new Puyallup Garage with a formal ribbon cutting; the garage officially opened to new riders on March 27, 2023.

Puyallup Tribal Councilmember Annette Bryan, U.S. Congresswoman Rep. Marilyn Strickland (D-WA, 10), State Senator Claudia Kauffman (D-47, Kent), Boardmember and Fife Mayor Kim Roscoe, and our project partners all joined us to mark the event. Sound Transit Board Vice Chair and University Place Councilmember Chair Kent Keel served as the event emcee.

The Puyallup Garage includes a new 510-space garage and 163-space new surface parking.

There are two vehicle entrances to the new parking, one from 2nd Ave and one from the surface lot on 3rd Ave. After parking, all passengers will use the pedestrian walkway, accessed from the garage third floor, or the new crosswalk at 2nd Ave to cross 5th Street, and make their way to the platform.

Sound Transit is also contributing $3.8 million to the city of Puyallup for upgraded curb ramps and other pedestrian safety improvements as well as new bicycle lanes on W Stewart Ave and 4th St NW. This work is in progress and expected to be completed in 2024.

In addition, we installed new BikeLink on-demand lockers at the station, allowing convenient transit access for bicyclists.

To improve traffic flow and pedestrian safety, we installed new traffic signals in the area as well as a new right-turn lane from West Stewart Avenue to southbound North Meridian.

These upgrades and investments will greatly expand mobility accessibility including rail, bus, and carpool options for our East Pierce County community.

2022 Annual Report

At May's monthly Board meeting, we released our 2022 Audited Financial Report, an annual shareholder requirement.

The Agency received a clean audit opinion and no findings.

Our independent auditor is Moss Adams.

Progress Report
Link Light Rail Program

Link Light Rail leaving Mount Baker Station

May | 2023

Prepared by Project Controls I Portfolio Services Office

Sound Transit Link light rail

Current service and future extensions

02/2023

Ballard Link Extension: The project includes 7.1 miles of light rail from downtown Seattle to Ballard's Market Street area. It includes nine light rail stations. The route will run through a new downtown Seattle rail-only tunnel, elevated and tunnel guideway, and a new crossing across Salmon Bay.

Boeing Access Road Infill Station: The project will plan, design and construct a new light rail infill station in the vicinity of South Boeing Access Road and I-5. Preliminary project budget established in 2023 and will proceed through Phase Gate 1 this year. Reporting on project progress will commence following the completion of Phase Gate 1.

Downtown Redmond Link Extension: The project builds a new light rail from the Redmond Technology Station to downtown Redmond by 2024. Light rail will travel along SR-520 with two new stations in southeast Redmond, at Marymoor Park, and downtown Redmond.

East Link Extension: The project expands light rail to East King County via I-90 from Downtown Seattle to the Overlake Transit Center area of Redmond, with stations serving Rainier Avenue/I-90, Mercer Island, South Bellevue, Downtown Bellevue, Overlake Hospital, the Bel-Red corridor, Overlake Village and the Redmond Technology Center.

Everett Link Extension: The project adds six Snohomish County stations to the growing light rail network. The 16.3 mile project extends Link service north from Lynnwood City Center to the SW Everett Industrial Center, SR 526/Evergreen Way, and downtown Everett.

Federal Way Link Extension: The project extends approximately 7.8 miles of light rail from the Angle Lake Station in the City of SeaTac to the Federal Way City Center. The extension generally parallels SR 99 and I-5 freeway with stations at Kent/ Des Moines, South 272nd Star Lake park-and-ride and the Federal Way Transit Center.

Graham Street Infill Station: The project will plan, design and construct a new light rail infill station in the vicinity of South Boeing Access Road and I-5. Preliminary project budget established in 2023 and will proceed through Phase Gate 1 this year. Reporting on project progress will commence following the completion of Phase Gate 1.

Hilltop Tacoma Link Extension: The project extends approximately 2.4 miles to the existing Tacoma Link system from the Theater District in downtown Tacoma to the Hilltop neighborhood. The extension will travel at-grade along Stadium Way, North 1st Street, Division Avenue, and Martin Luther King Jr. Way.

Light Rail Vehicle (LRV) Fleet Expansion: The project includes the design, manufacturing, inspection, testing and delivery of 152 low floor LRVs for service requirements of Northgate, East Link, Lynnwood Link, Downtown Redmond, and Federal Way Link Extensions. The Sound Transit Board in April 2017 amended the project baseline to support all five projects.

Lynnwood Link Extension: The project extends light rail 8.5 miles to Snohomish County along I-5 from Northgate Mall in Seattle to the Lynnwood Transit Center, with four new light rail stations. The configuration includes at-grade, elevated, and retained cut/fill alignment.

NE 130th Street Infill Station: This project will construct foundation and substructure elements for an elevated, side-platform infill light rail station at NE 130th Street and 5th Ave in Seattle.

North Corridor Maintenance of Way: The project will construct a maintenance of way facility that will serve and support the Northgate Link, Lynnwood Link, and Ballard Link Extensions. A temporary facility will be established to support the timing of pre-revenue service on the Lynnwood Link Extension with plans underway for the permanent facility.

Series 3 LRV: The project includes the design, manufacturing, inspection, testing and delivery of approximately 100 light rail vehicles (LRVs) with options for additional LRVs. Vehicles will support revenue service for future operations of the existing system, extensions under construction to Lynnwood, Bellevue/Redmond and Federal Way, and future extensions to Tacoma Dome, West Seattle, Ballard, Everett, and South Kirkland to Issaquah.

Tacoma Dome Link Extension: The project will extend light rail from the Federal Way Transit Center in the City of Federal Way to the Tacoma Dome area in the City of Tacoma a total distance of approximately 9.7 miles, generally along or near I-5 with three elevated stations at South Federal Way, Fife, and East Tacoma, and one at-grade/retained station at the Tacoma Dome.

West Seattle Link Extension: The project includes 4.7 miles of light rail from downtown Seattle to West Seattle's Junction neighborhood. It includes four light rail stations. The route will run on elevated and tunnel guideway with a new rail-only bridge over Duwamish River.

Program Budget

Project figures for active projects are represented in millions below.

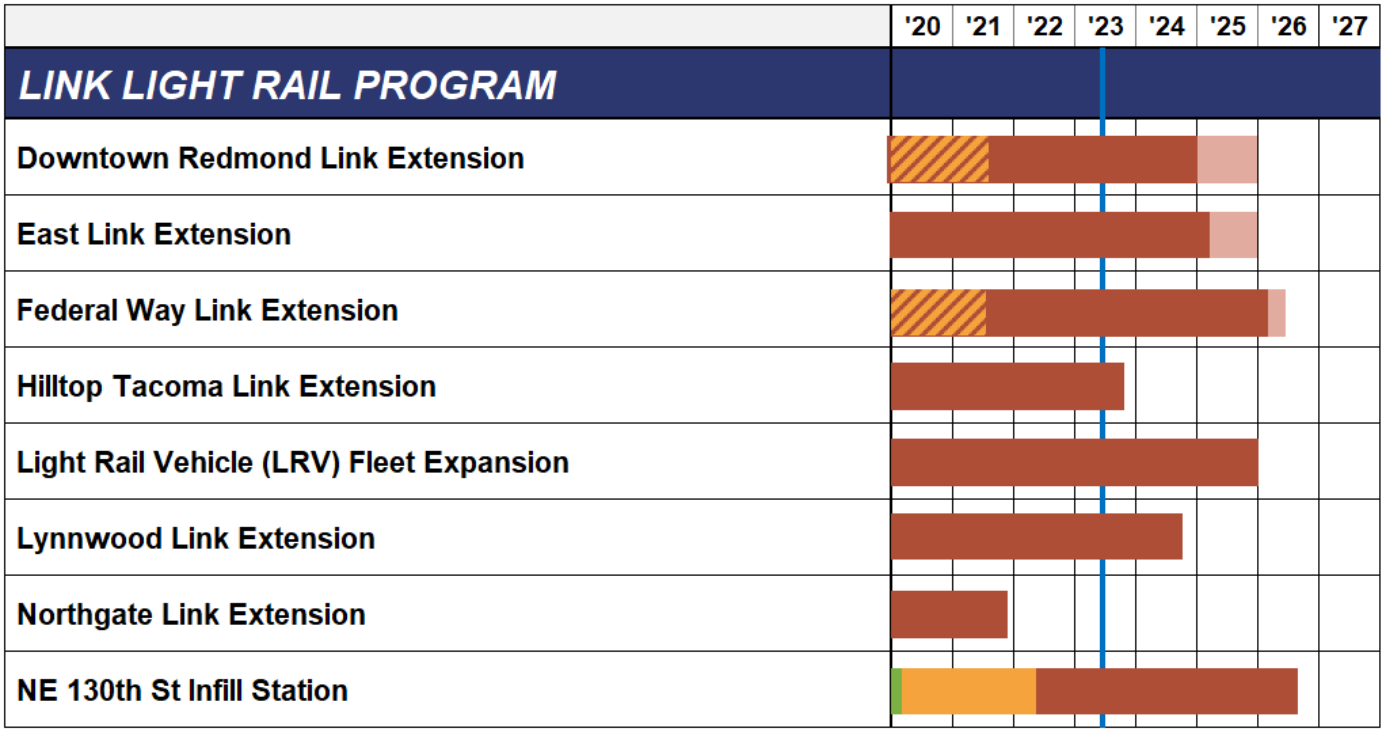
Project	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Ballard Link Extension	$630.6	$163.7	$122.8	$630.6	$0.0
Boeing Access Rd Infill Station	$8.6	$0.1	$0.1	$8.6	$0.0
Downtown Redmond Link Extension	$1,530.0	$1,020.5	$795.2	$1,530.0	$0.0
East Link Extension	$3,677.2	$3,350.8	$3,269.4	$3,677.2	$0.0
Everett Link Extension	$196.9	$28.3	$26.4	$196.9	$0.0
Federal Way Link Extension	$2,451.5	$1,905.1	$1,500.4	$2,451.5	$0.0
Graham St Infill Station	$2.9	$0.1	$0.1	$2.9	$0.0
Hilltop Tacoma Link Extension	$282.7	$270.6	$262.6	$282.7	$0.0
Light Rail Vehicle (LRV) Fleet Expansion	$740.7	$690.9	$517.9	$740.7	$0.0
Lynnwood Link Extension	$2,771.6	$2,568.9	$2,265.9	$2,731.3	$40.3
NE 130th Street Infill Station	$240.2	$55.6	$38.2	$240.2	$0.0
North Corridor Maintenance of Way	$32.0	$3.3	$2.5	$32.0	$0.0
Series 3 LRV	$33.0	$0.2	$0.2	$33.0	$0.0
Tacoma Dome Link Extension	$299.1	$120.5	$75.4	$299.1	$0.0
West Seattle Link Extensions	$225.0	$50.5	$36.0	$225.0	$0.0
Total	**$13,122.2**	**$10,229.2**	**$8,913.0**	**$13,081.9**	**$40.3**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Link Light Rail
Program Overview

Program Schedule of Baseline Projects

Baseline projects are summarized below. Please see the individual project reports for further details, including schedules for pre-baselined projects.



KEY:

- **Planning** (hatched indicates possible early work into FD phase)
- **Final Design** (hatched indicates possible Design-Build; incl procurement)
- **Construction** (thin hatched is procurement; incl Startup/Testing/Pre-Revenue/Float)
- **Recovery Plan Float to RSD**

Link Light Rail
Ballard Link Extension

Project Summary

Scope

The Ballard Extension includes 7.1 miles of light rail from downtown Seattle to Ballard's Market Street area.

The Draft EIS included alignment alternatives in Downtown, Interbay, and Ballard; different station depths in Chinatown-International District and Downtown; and bridge and tunnel alternatives across Salmon Bay.

Phase

Planning

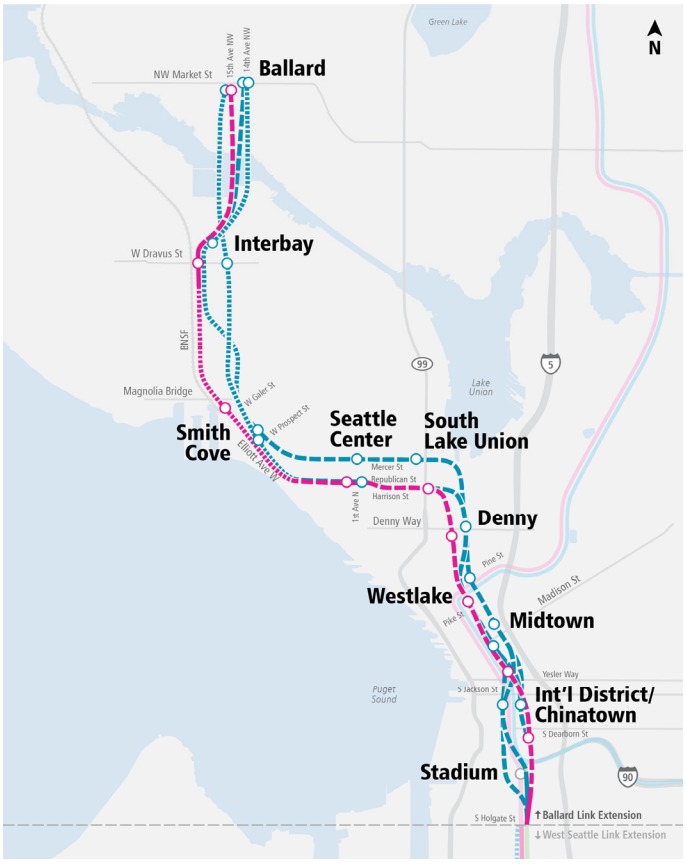
Budget

$630.6 M through completion of Preliminary Engineering

Schedule

Target date: 2039

** This project is in development and project report will be updated quarterly effective June 2023.*



Map of Project Alignment

Key Project Activities

- Continued Phase 3 project development activities to further environmental review and conduct Preliminary Engineering for the preferred alternative identified by the Board.
- Continued engagement with partner and regulatory agencies, community and stakeholder groups and property owners regarding areas of further study, environmental process and next steps.

Project Cost Summary

The Ballard Link Extension is voter-approved projects under the ST3 Plan. The current Authorized Project Allocation (budget) for the project that has been approved by the Sound Transit Board allows staff to conduct alternatives development, followed by an Environmental Impact Statement, leading to ST Board selection of the project to be built and FTA issuance of a Record of Decision in 2023.

Out of the total Authorized Project Allocation, the project is authorized and planned to incur approximately $67M in 2023 for coordinating Final EIS development, preliminary engineering, project administration and stakeholder engagement.

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
Administration	$40.6	$32.4	$32.4	$40.6	$0.0
Preliminary Engineering	$235.8	$125.1	$85.6	$235.8	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$4.4	$0.0	$0.0	$4.4	$0.0
3rd Party Agreements	$7.7	$2.7	$1.9	$7.7	$0.0
Construction	$0.0	$0.0	$0.0	$0.0	$0.0
Light Rail Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$342.2	$3.5	$2.9	$342.2	$0.0
Total	**$630.6**	**$163.7**	**$122.8**	**$630.6**	**$0.0**

Cost Summary by SCC

SCC Element	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
10 Guideway & Track	$0.0	$0.0	$0.0	$0.0	$0.0
20 Stations	$0.0	$0.0	$0.0	$0.0	$0.0
30 Support Facilities	$0.0	$0.0	$0.0	$0.0	$0.0
40 Sitework & Special Conditions	$0.0	$0.0	$0.0	$0.0	$0.0
50 Systems	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Subtotal (10 - 50)	**$0.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**
60 Row, Land	$341.4	$3.5	$2.9	$341.4	$0.0
80 Professional Services	$271.9	$160.2	$119.9	$271.9	$0.0
90 Unallocated Contingency	$17.3	$0.0	$0.0	$17.3	$0.0
Total (10 - 90)	**$630.6**	**$163.7**	**$122.8**	**$630.6**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

**The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.*

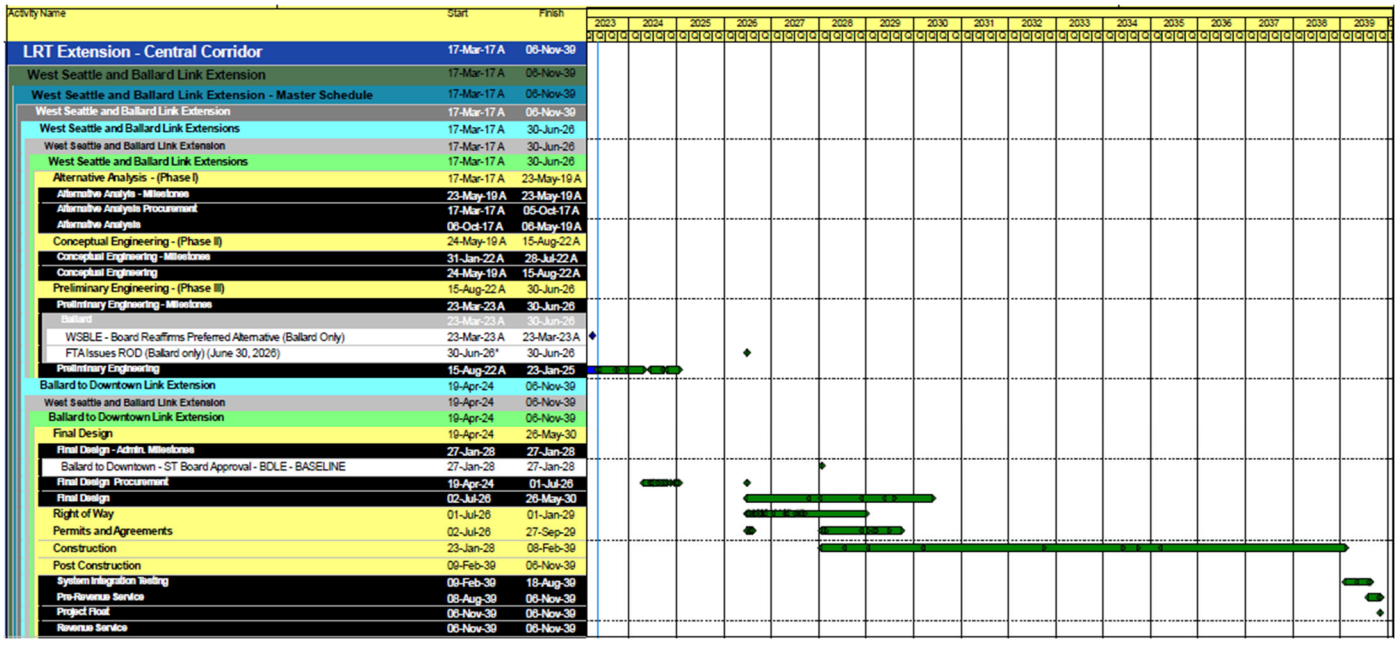
Risk Management

The following are the top project-wide risks:

- Potential additional environmental process requirements may further impact the schedule for completion of environmental documentation and design.
- Complexity of alignments in a constrained environment with challenging topography.
- Complexity associated with tunneling through a mature urban environment.
- Potential construction effects in a constrained environment.
- Potential effect on Central Link operations during construction.
- Potential schedule risks associated with real estate acquisition process.
- Budget risk due to higher current real estate costs and construction costs.
- Potential permitting challenges and other necessary coordination/approvals could delay and cost to the project.

Project Schedule

The Board of Directors announced their realignment decision in August 2021, which included a target revenue service date of 2037. The Draft EIS for the combined West Seattle and Ballard Link Extensions was published in January 2022. After several months of consideration and an extended public comment period, the Board did not identify a Preferred Alternative for the Ballard Link Extension in July 2023, but instead directed further studies in a number of areas. In March 2023, the Board considered the results of the further studies and identified a Preferred Alternative for much of the project corridor but with direction to continue review of two station options in the Denny Station area and to return to the Board in May 2023. The delay in identification of the Preferred Alternative and the associated Board requested further studies, as well as the need for additional environmental review associated with the Board's March 2023 action, will necessitate adjustments to the environmental process and schedule and will, therefore, affect the Select Project to be Built milestone as well as subsequent milestones including the revenue service date.


Activity Name
Start
Finish
2023
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LRT Extension - Central Corridor 17-Mar-17 A 06-Nov-39
West Seattle and Ballard Link Extension 17-Mar-17 A 06-Nov-39
West Seattle and Ballard Link Extension - Master Schedule 17-Mar-17 A 06-Nov-39
West Seattle and Ballard Link Extension 17-Mar-17 A 06-Nov-39
West Seattle and Ballard Link Extensions 17-Mar-17 A 30-Jun-26
West Seattle and Ballard Link Extension 17-Mar-17 A 30-Jun-26
West Seattle and Ballard Link Extensions 17-Mar-17 A 30-Jun-26
Alternative Analysis - (Phase I) 17-Mar-17 A 23-May-19 A
Alternative Analysis - Milestones 23-May-19 A 23-May-19 A
Alternative Analysis Procurement 17-Mar-17 A 05-Oct-17 A
Alternative Analysis 06-Oct-17 A 06-May-19 A
Conceptual Engineering - (Phase II) 24-May-19 A 15-Aug-22 A
Conceptual Engineering - Milestones 31-Jan-22 A 28-Jul-22 A
Conceptual Engineering 24-May-19 A 15-Aug-22 A
Preliminary Engineering - (Phase III) 15-Aug-22 A 30-Jun-26
Preliminary Engineering - Milestones 23-Mar-23 A 30-Jun-26
Ballard 23-Mar-23 A 30-Jun-26
WSBLE - Board Reaffirms Preferred Alternative (Ballard Only) 23-Mar-23 A 23-Mar-23 A
FTA Issues ROD (Ballard only) (June 30, 2026) 30-Jun-26* 30-Jun-26
Preliminary Engineering 15-Aug-22 A 23-Jan-25
Ballard to Downtown Link Extension 19-Apr-24 06-Nov-39
West Seattle and Ballard Link Extension 19-Apr-24 06-Nov-39
Ballard to Downtown Link Extension 19-Apr-24 06-Nov-39
Final Design 19-Apr-24 26-May-30
Final Design - Admin. Milestones 27-Jan-28 27-Jan-28
Ballard to Downtown - ST Board Approval - BDLE - BASELINE 27-Jan-28 27-Jan-28
Final Design Procurement 19-Apr-24 01-Jul-26
Final Design 02-Jul-26 26-May-30
Right of Way 01-Jul-26 01-Jan-29
Permits and Agreements 02-Jul-26 27-Sep-29
Construction 23-Jan-28 08-Feb-39
Post Construction 09-Feb-39 06-Nov-39
System Integration Testing 09-Feb-39 18-Aug-39
Pre-Revenue Service 08-Aug-39 06-Nov-39
Project Float 06-Nov-39 06-Nov-39
Revenue Service 06-Nov-39 06-Nov-39

Community Engagement

- Conducted 14 community outreach briefings, meetings, and tours.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The planned FTE monthly average takes peaks and valleys in activity into account, whereas the YTD monthly average only reflects January—May actuals. Staffing variance reflects extension of DEIS schedule to accommodate internal and external agency capacity in response to COVID-19.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	36.0	19.7	16.3
Consultants	108.3	61.7	46.6
TOTAL	144.3	81.4	62.9

* *An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
Report to Board	Ballard Link Extension—Denny Station Status Report	5/25/2023

Link Light Rail
Boeing Access Rd Infill Station

Project Summary

Scope

This project adds a new elevated level light rail station to the existing 1 Line in the vicinity of S Boeing Access Rd, E Marginal Way S, and I-5 in Tukwila.

The project bridges the 5.5-mile gap between the existing Rainier Beach and Tukwila International Boulevard stations and increases access to the Tukwila and Duwamish manufacturing/ industrial centers and neighborhoods in north Tukwila and south Seattle.

The project adds a 300-stall surface parking lot and/or provides a flexible approach to rider access, including improvements to pedestrian, bicycle, and bus facilities.

Phase

Planning

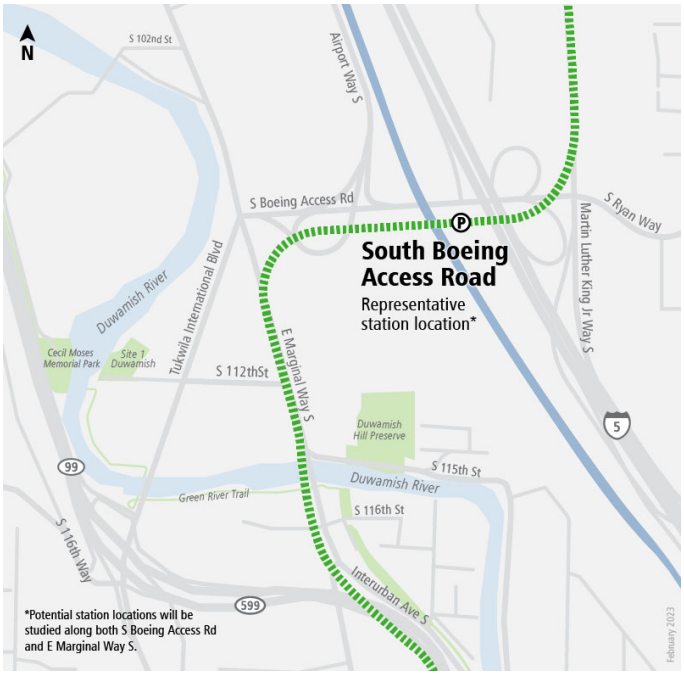
Budget

$8.6M through completion of Preliminary Engineering

Schedule

Target date: 2031

** This project is in development and project report will be updated quarterly effective June 2023.*



Map of Project Alignment

Key Project Activities

- Assembled project team and documented roles and responsibilities through project chartering.
- Prepared consultant procurement solicitation for Alternatives Analysis, Conceptual Engineering/Environmental Review, and an option for Preliminary Engineering services. Solicitation opened on May 1, 2023 and closed on May 26, 2023.

Project Cost Summary

The Boeing Access Rd. Infill Station is voter-approved projects under the ST3 Plan. The Board of Directors announced their realignment decision in August 2021 which includes a target date of 2031.

Out of the total Authorized Project Allocation, the project is authorized and planned to incur approximately $4.1M in 2023 for coordinating alternative analysis, environmental review, conceptual engineering, project administration and stakeholder engagement.

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
Administration	$1.2	$0.1	$0.1	$1.2	$0.0
Preliminary Engineering	$6.8	$0.0	$0.0	$6.8	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$0.0	$0.0	$0.0	$0.0	$0.0
3rd Party Agreements	$0.4	$0.0	$0.0	$0.4	$0.0
Construction	$0.0	$0.0	$0.0	$0.0	$0.0
Light Rail Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$0.2	$0.0	$0.0	$0.2	$0.0
Total	**$8.6**	**$0.1**	**$0.1**	**$8.6**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

**The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.*

Link Light Rail
Downtown Redmond Link Extension

Project Summary

Scope

Limits — The Downtown Redmond Link Extension (DRLE) builds new light rail from the Redmond Technology Station to downtown Redmond.

Alignment — The extension starts at Redmond Technology Station and travels generally along SR-520 and SR-202 to downtown Redmond.

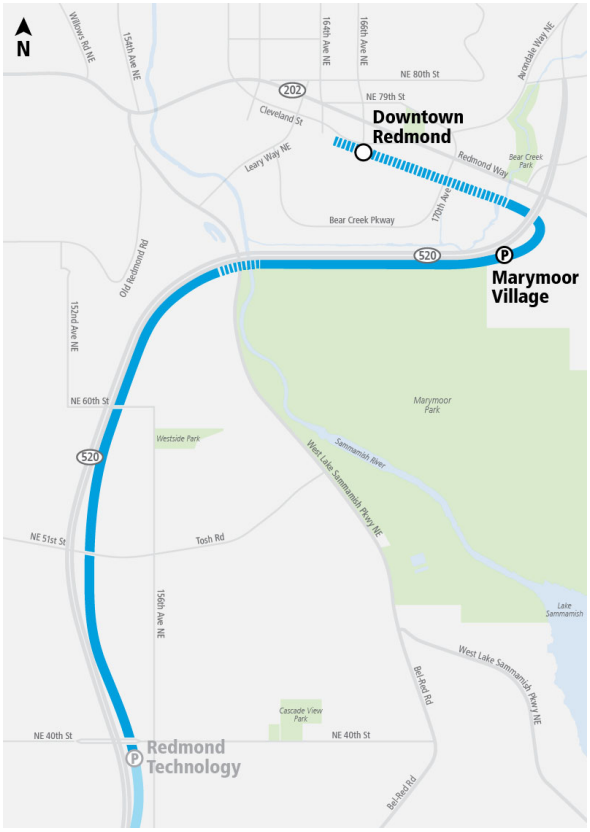
Stations — Two Stations: Marymoor Village and Downtown Redmond

Systems — Signals, traction electrification, and communications (SCADA)

Phase — Construction

Budget — $1.53 Billion (Baselined October 2018)

Schedule — Revenue Service: December 31, 2024



Map of Downtown Redmond Link Extension

Key Project Activities

- Ballasted track and DF track work continues.
- Structural steel at Marymoor Village Garage started.
- Majority of ST provided ethernet switches are on site with DBPM (processing to deliver to DB).
- Downtown Station platform steel to began at plaza level and continues.

Closely Monitored Issues

- Garage quality issues including remaining work and review of repair procedures
- Coordination with PSE to finalize power connections to TPSS locations, garage, and stations.
- Delivery of owner furnished ethernet switches: Many are with ST IT and require programming prior to project delivery. Some are not yet in IT's possession.
- Downtown Redmond Station Structural Steel: Delivery of steel is critical to the DTS schedule. Meet with Design Builder team and ST team weekly to keep submittal, fabrication, and delivery schedule on track.

Project Cost Summary

Voters approved funding for preliminary engineering for the Downtown Redmond Link Extension (DRLE) in 2008 in the Sound Transit 2 ballot measure. In response to the 2007-2009 Great Recession, the ST Board suspended the project. In February 2016, the ST Board restored funding to support preliminary engineering of the project prior to funding approval for final design and construction as part of the Sound Transit 3 Plan. This project has now been baselined and the baseline budget has been incorporated into the tables below. The first table below summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS), while the second table is in the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

In this period, DRLE incurred approximately $12.5M of expenditure. Most of the expenditures incurred primarily in the construction phase for progression of Design-Build scope. The remaining work phases made up the balance, particularly in Construction Services and Administration. Total cumulative expenditure to date rose from $782.7 M to $795.2 M.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$77.0	$77.0	$26.5	$26.0	$77.0	$0.0
Preliminary Engineering	$23.0	$23.0	$19.52	$19.4	$23.0	$0.0
Final Design	$4.5	$4.5	$1.6	$1.4	$4.5	$0.0
Construction Services	$58.0	$63.6	$49.6	$34.5	$63.6	$0.0
Third Party Agreements	$17.0	$17.0	$10.7	$8.4	$17.0	$0.0
Construction	$1,151.5	$1,145.9	$802.1	$595.4	$1,145.9	$0.0
ROW	$199.0	$199.0	$110.5	$110.1	$199.0	$0.0
Total	**$1,530.0**	**$1,530.0**	**$1,020.5**	**$795.2**	**$1,530.0**	**$0.0**

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	$332.4	$332.4	$247.9	$185.2	$462.9	$130.5
20 Stations	$261.9	$261.9	$196.9	$139.0	$196.9	($65.0)
30 Support Facilities	$0.0	$0.0	$0.0	$0.0	$0.0	$0.00
40 Sitework & Special Conditions	$287.0	$288.1	$208.0	$143.1	$239.8	($48.3)
50 Systems	$108.6	$103.2	$72.8	$51.9	$82.2	($21.0)
Construction Subtotal (10 - 50)	**$989.9**	**$985.6**	**$725.6**	**$519.2**	**$981.8**	**($3.8)**
60 Row, Land	$168.5	$168.5	$110.5	$110.1	$168.5	$0.0
70 Vehicles (Non-Revenue)	$4.1	$4.1	$0.3	$0.3	$4.1	$0.0
80 Professional Services	$289.3	$293.6	$184.1	$165.6	$297.4	$3.8
90 Unallocated Contingency	$78.2	$78.2	$0.0	$0.0	$78.2	$0.0
Total (10 - 90)	**$1,530.0**	**$1,530.0**	**$1,020.5**	**$795.2**	**$1,530.0**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Risk Management

The following are the current top risk areas that may impact project cost and schedule:

- **Externalities**: Supply chain interruptions, inefficiencies, labor availability; Inflationary pressure on construction supplies and materials.
- **Organizational Capacity:** Opening three other major light rail extensions in 2024, agency staffing and operating labor capacity; developing and mobilizing resources and coordinating system integration and start up activities across multiple extensions concurrently, market shortage of qualified construction labor.
- **Late Design Changes During Construction:** Utilities; threat and vulnerability demands; preliminary hazard designs; owner changes.
- **Permitting and 3rd Party Requirements:** Construction adjacent to SR-520; flood-prone areas by Sammamish River and Bear Creek; archaeological discovery; construction impacts to traffic; protracted negotiation with third parties; interfacing with private utilities for utility relocations and power service, delay in Safety and Security certification.

Artist Rendering of Downtown Redmond (above) and Bird's-eye View Current Progress (below)

Contingency Management

The project baseline included a total contingency of $435.8M. The total project contingency balance effective remains unchanged at $231.5M when compared to the previous period. The current contingency utilization is performing positively against the project's planned contingency drawdown.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. No Change on DA this period. DA is expected to be fully drawn down at the end of the project.

Allocated Contingency (AC) is used to address risks, complexity, and unforeseen conditions during the execution of work, including procurement. AC balance slightly decreased in this period by $200K.

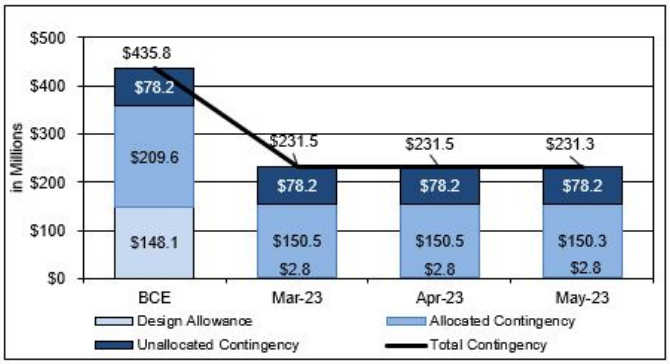
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. The UAC balance had no change this period and remains at $78.2M.

Contingency Status

Contingency Type	Baseline		Current Status	
	Amount	% of Total Budget	Amount Remaining	% of Work Remaining
Design Allowance	$148.1	9.7%	$2.8	0.4%
Allocated Contingency	$209.6	13.7%	$150.3	20.5%
Unallocated Contingency	$78.2	5.1%	$78.2	10.6%
Total	**$435.8**	**28.5%**	**$231.3**	**31.5%**

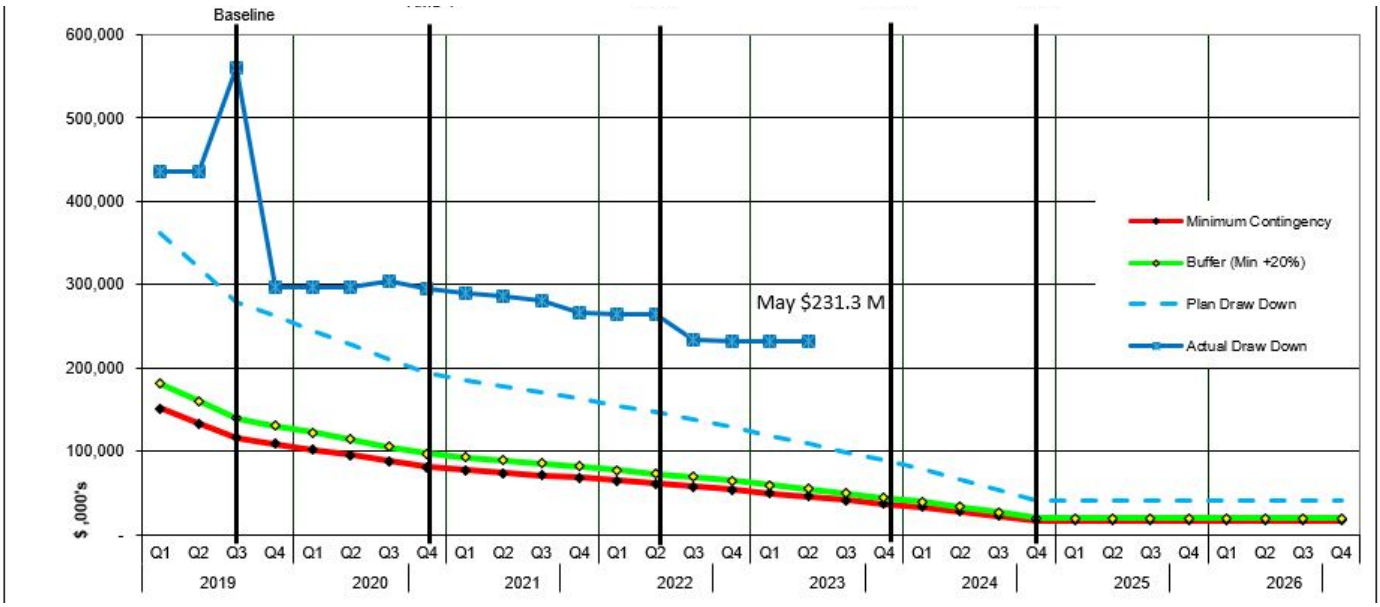
Table figures are shown in millions.

Contingency by Type



Contingency Drawdown

DRLE project's total contingency drawdown trends better than planed and remains above the baseline drawdown projection. The trend is well above both the minimum contingency and the buffered (minimum plus 20%) contingency levels.



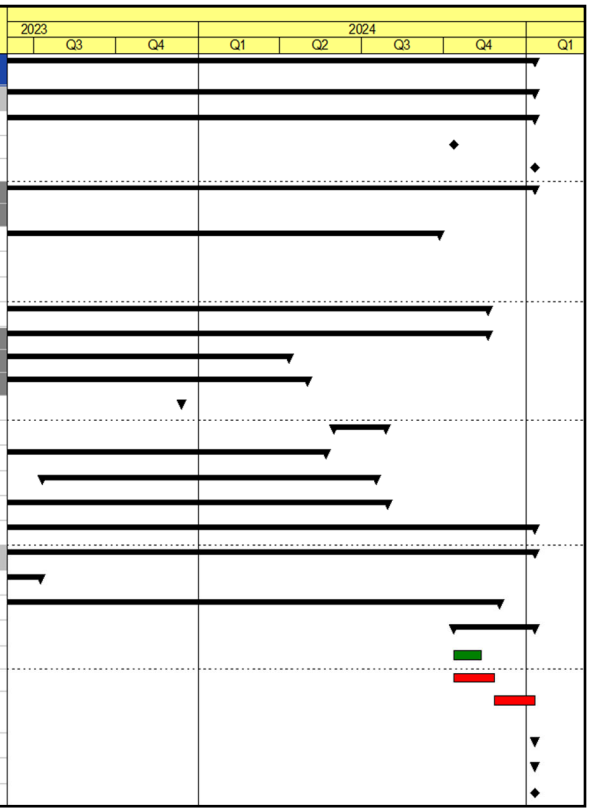
Contingency Drawdown as of May 31, 2023

Project Schedule

Weighted percent complete of the R200 contract is calculated at 71.2%.

The May update is presented below. The contractor continued distributing rail for installation along the at-grade guideway; installation of DF track on Structure A; ductbank installation, rail distribution, and OCS foundations for Structure B; deck placement and MEPF rough-ins at the Marymoor Village Garage; and concrete placement and underground MEP at Downtown Redmond Station.

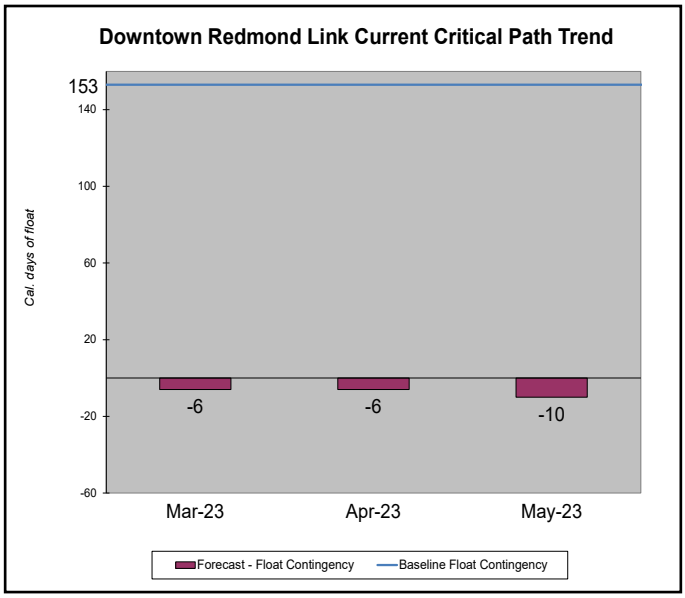
Activity Name	Start	Finish
Downtown Redmond Link Extension - Construction	09-Sep-19 A	10-Jan-25
R200 - Downtown Redmond Link Extension - Design-Build Contract	09-Sep-19 A	10-Jan-25
CONTRACT MILESTONES & STARTUP	09-Sep-19 A	10-Jan-25
MS-1 Project Ready for Pre-Revenue Operations (5/21/24) PLUS 5 MONTHS		12-Oct-24*
MS-2 Acceptance of All Work - Ready for Revenue Service (8/19/24) PLUS 5 MONTHS		10-Jan-25*
OWNER FLOAT & PRE-REVENUE OPERATIONS	09-Sep-19 A	10-Jan-25
UNUSUALLY SEVERE WEATHER	28-Jun-21 A	29-Nov-22 A
GENERAL CONDITIONS	09-Sep-19 A	26-Sep-24
RIGHT OF WAY and EARLY WORK/EXPLORATORY	09-Sep-19 A	12-Jul-22 A
PRE-CONSTRUCTION	09-Sep-19 A	02-Sep-21 A
ALL CONSTRUCTION ACTIVITIES	01-Jul-20 A	19-Nov-24
OFF GUIDEWAY ROADWORK and RESTORATION	01-Sep-20 A	19-Nov-24
GUIDEWAY - ESTABLISH CORRIDOR	01-Jul-20 A	11-Apr-24
LINEAR GUIDEWAY WORK	07-Jan-22 A	02-May-24
OCC	14-Dec-23	14-Dec-23
PUNCHLIST	31-May-24	29-Jul-24
TESTING INTEGRATION / REVENUE SERVICES	09-Dec-22 A	22-May-24
CLOSEOUT	11-Jul-23	18-Jul-24
COMMISSIONING	01-Feb-23 A	30-Jul-24
SAFETY & SECURITY CERTIFICATION	03-Jul-20 A	10-Jan-25
Downtown Redmond Link Extension - Rail Activation	28-Mar-22 A	10-Jan-25
SIT - System Integrated Testing	28-Mar-22 A	09-Jul-23
SSCRS - Safety and Security Certification	28-Mar-22 A	02-Dec-24
Pre-Revenue Service	12-Oct-24	10-Jan-25
Operations Walk Thru - Entire Alignment	12-Oct-24	11-Nov-24
Operator Qualification - Certify Operators/Rail Supervisors on New Territory	12-Oct-24	26-Nov-24
Simulate Pre-Revenue Operating Schedule, Procedures, Incidents and System Failures	26-Nov-24	10-Jan-25
Project Float Contingency	10-Jan-25	10-Jan-25
Revenue Service	10-Jan-25	10-Jan-25
Revenue Service Date (Baseline 31-Dec-24)		10-Jan-25*



Project Float

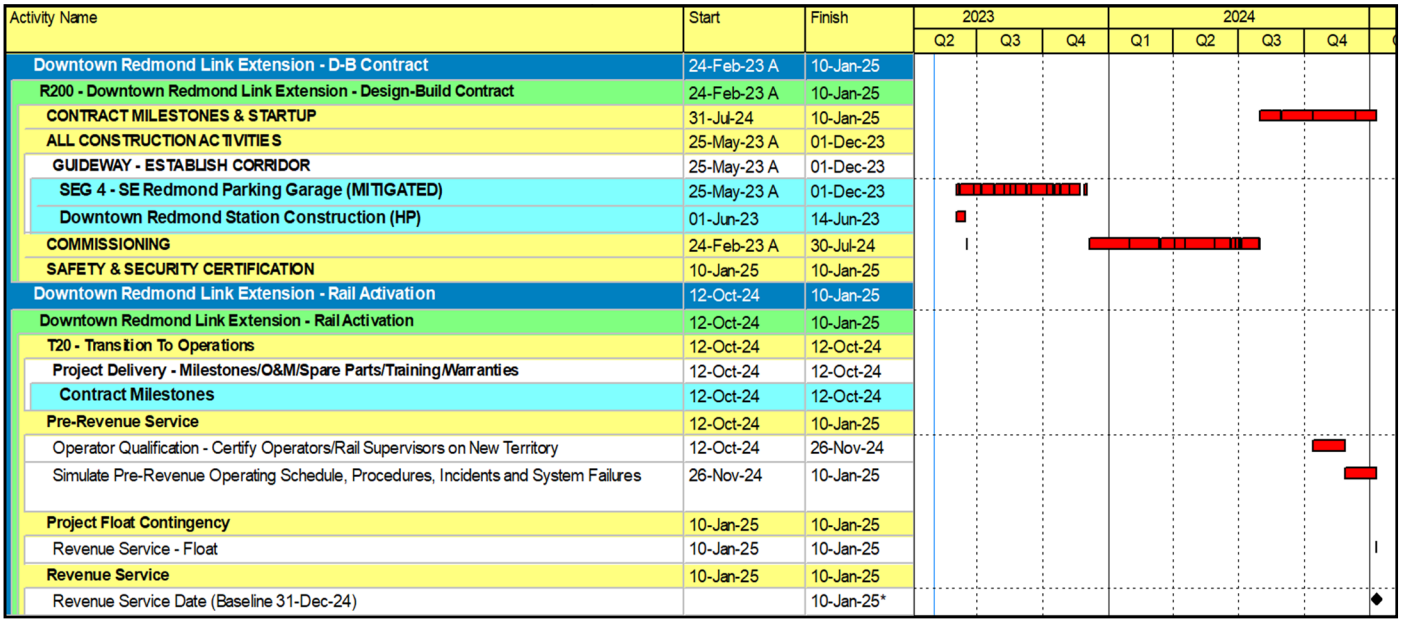
DRLE was baselined with 153 days of project float. Current float projection is –10 days. Time was added to the schedule this month as the contractor revised their testing & commissioning schedule to reflect more appropriate detail. The contractor is currently evaluating mitigations to recover this time. Sufficient float remains within the R200 contract to absorb any additional days granted to the contractor for unavoidable delay due to weather.

As a result of 2022's program-wide risk assessment, a new target for opening of DRLE is under consideration. Project and programmatic QRAs will be conducted in mid-to-late 2023 that will further inform a revised Revenue Service Date.



Critical Path Analysis

The critical path for R200 currently runs through the parking garage decks, MEP installations, commissioning/testing, and closeout. The communications rooms at both stations are near-critical.



Activity Name	Start	Finish
Downtown Redmond Link Extension - D-B Contract	24-Feb-23 A	10-Jan-25
R200 - Downtown Redmond Link Extension - Design-Build Contract	24-Feb-23 A	10-Jan-25
CONTRACT MILESTONES & STARTUP	31-Jul-24	10-Jan-25
ALL CONSTRUCTION ACTIVITIES	25-May-23 A	01-Dec-23
GUIDEWAY - ESTABLISH CORRIDOR	25-May-23 A	01-Dec-23
SEG 4 - SE Redmond Parking Garage (MITIGATED)	25-May-23 A	01-Dec-23
Downtown Redmond Station Construction (HP)	01-Jun-23	14-Jun-23
COMMISSIONING	24-Feb-23 A	30-Jul-24
SAFETY & SECURITY CERTIFICATION	10-Jan-25	10-Jan-25
Downtown Redmond Link Extension - Rail Activation	12-Oct-24	10-Jan-25
Downtown Redmond Link Extension - Rail Activation	12-Oct-24	10-Jan-25
T20 - Transition To Operations	12-Oct-24	12-Oct-24
Project Delivery - Milestones/O&M/Spare Parts/Training/Warranties	12-Oct-24	12-Oct-24
Contract Milestones	12-Oct-24	12-Oct-24
Pre-Revenue Service	12-Oct-24	10-Jan-25
Operator Qualification - Certify Operators/Rail Supervisors on New Territory	12-Oct-24	26-Nov-24
Simulate Pre-Revenue Operating Schedule, Procedures, Incidents and System Failures	26-Nov-24	10-Jan-25
Project Float Contingency	10-Jan-25	10-Jan-25
Revenue Service - Float	10-Jan-25	10-Jan-25
Revenue Service	10-Jan-25	10-Jan-25
Revenue Service Date (Baseline 31-Dec-24)		10-Jan-25*

Right-of-Way

The Right-of-Way effort for this project involves the acquisition of a range of property interests which includes compensable (e.g., fee acquisitions, guideway easements, permanent easements, and temporary construction easements) and non-compensable rights (e.g., rights of entry). These acquisitions will result in owner and tenant residential and commercial relocations.

The Right-of-Way program status for this period is summarized in the following table.

Downtown Redmond Link Extension Property Acquisition Status*

ACQUISITION				RELOCATION	
Total Acquisitions*	**Board Approved***	**Offers Made to date**	**Closings to date***	**Relocations Required**	**Relocations Completed to date**
84	94	66	80	1579	1574

**All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.*

Total Acquisitions: Defined as parcels recognizing only land, not owners.

Board Approved: Based on parcels and properties (including multi-unit acquisitions).

Offers/Closings: Based on inclusive offers made to separate owners and interest holders.

Relocations: Based on number of affected individuals, in the case of DRLE this incudes relocation of storage units by impacted individuals.

Community Engagement

- Ongoing engagement with the public and businesses on potential construction impacts, with specific focus on property owners and tenants regarding the construction activities possibility design change to some properties. Planning engagement strategy along with Business Relations program for 2023.
- Ongoing conversations with 11 homeowners north of SE 51st and 60th Street regarding their backyard restorations and completed offering no cost surface use easements to 11 properties in segment 1B. 9/9 residents accepted offer.
- Coordinated meeting with Evangelical Chinese Church near Frito Lay building (RL157) to discuss potential design change on the west side of their property. Coordination is ongoing.
- Continue working with local businesses and other Contractors regarding parking issues, landscaping, vibration overnight with construction workers. One area is by the Marymoor Village Garage and the other by the Downtown Redmond Station.
- Issued construction alerts for ramp closures at Redmond Way off-ramp and 51st off-ramp.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The variance in the utilization of consultants is due to the fact that the design-build project management team are being prudently mobilized. The variance on ST Staff is due to lower than anticipated staff cross charges. Overtime, the variance should trend closer to plan.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	29.7	24.0	5.7
Consultants	26.7	25.4	1.3
TOTAL	56.4	49.4	7.0

* *An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
	No Action this period	

Construction Safety

Data/ Measure	May 2023	Year to Date	Project to Date
Recordable Injury/Illness Cases	1	2	22
Days Away From Work Cases	0	1	3
Total Days Away From Work	9	12	89
First Aid Cases	2	23	102
Reported Near Mishaps	3	8	32
Average Number of Employees on Worksite	511	-	-
Total # of Hours (GC & Subs)	56,158	317,816	1,441,384
OSHA Incident Rates	**Month**	**Year to Date**	**Project to Date**
Recordable Injury Rate	3.56	1.26	3.05
LTI Rate	0.00	0.63	0.42
Recordable National Average	2.50		
LTI National Average	1.10		
Recordable WA State Average	4.40		
LTI WA State Average	2.00		

Note: Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. All previous months' numbers are reconciled and replaced with actuals.

Contract R200 - DRLE Design Build

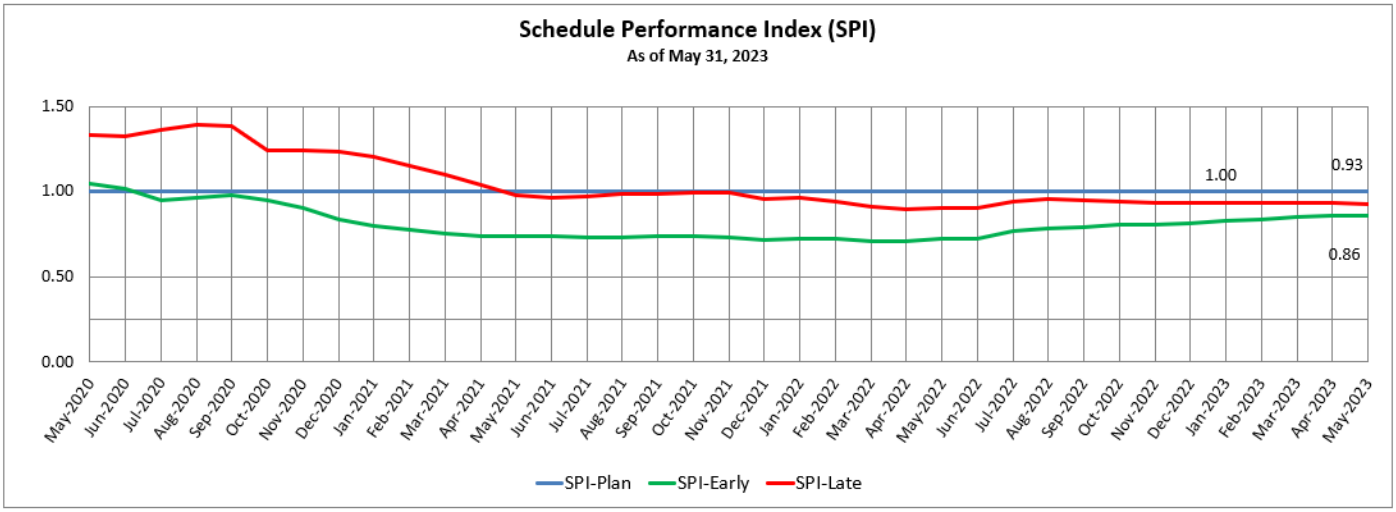
Current Progress

Construction:

- Cut and Cover Construction: Sidewalk restoration, pig seal walls, landscape restoration and WB track alignment work is ongoing 40th to 51st. Pig seal walls and WB ballast placement is ongoing at 51st to 60th. Continued civil work restoration, installed lighting foundations, WB track top ballast placement, pig seal work, and wall footing construction on WB side of bridge is ongoing at 60th C&C and Unnamed Tributary Bridge area.
- Sammamish River to Marymoor Station: Expansion join installation is ongoing.
- Marymoor Village Station and Garage: Paint canopy, construction of DF plinth work and water infiltration station work is ongoing. MEPF work in progress on garage levels 1, 2 and 5. Placed concrete on garage levels 1, 4, and access ramp. Firestopping installation on garage level 2. OH sprinkler installation on garage level 3. Deck PT tendon and rebar installation ongoing on garage level 5. Column work ongoing on garage level 6. Plinth work for pre-curved rail ongoing.
- SR-520/SR-202 Interchange: Curb, gutter and asphalt at 76th is ongoing, started DF plinths from Structure B towards 520 off-ramps.
- Bear Creek to Downtown Redmond: Dry finish superstructure and pig seal concrete throughout Structure B.
- Downtown Redmond Station: Structural steel erection is ongoing at the tail track. Stair construction is ongoing and structural steel erection at east entry at east elevator/escalator structures. Place concrete for the second lift of shear wall at west elevator/escalator structures. Install precast foundation for E31 signal house ongoing and duct bank installation from E31 TPSS to E31 signal bungalow is ongoing.

Schedule Performance Index

The early Schedule Performance Index (SPI) for the project is at 0.86 for this period, and the late SPI is at 0.93. This period both early and late SPI for May 2023 are lower than projected. The contractor's performance is lagging behind baseline due to delay in roadway restoration throughout the project, labor resource availability, delay in parking garage concrete pour, supply of ballast, and unusually severe weather causing delay to completion of guideway walls and impacting production at downtown station and the parking garage.



Next Period's Activities

- Continue sidewalk and ramp restoration, pig seal walls, road restoration, landscaping, rail tie-in to E360, ballast placement, civil work restoration, wall construction and expansion joint installation from Redmond Tech Garage to Marymoor.
- Continue structural steel work, concrete placement, firestopping and vapor barrier installation, column work and MEPF rough in at Marymoor garage.
- Bear Creek to Downtown Redmond: Continue dry finish superstructure and pig seal concrete throughout and begin installation of rebar and formwork for DF plinths.
- Continue stair construction, formwork installation and concrete placement, structural steel erection and striping formwork at escalator/elevator structures at Downtown Redmond Station.

Closely Monitored Issues

- Station progress – ramping up activities and coordination of several subcontractors work.
- System progress – mobilize crews and reach production level progress.
- Preparing for Phase Gate 5 – readiness to begin Rail Activation.

Cost Summary

Present Financial Status	Amount	
R200 Contractor – Stacy Witbeck Kuney, a Joint Venture		
Original Contract Value	$	719,936,000
*Change Order Value	$	56,355,132
Current Contract Value	$	776,291,132
Total Actual Cost (Incurred to Date)	$	578,579,611
Percent Complete		71.2%
Alternative Concept Allowance	$	30,065,029
Authorized Contingency	$	92,861,571
*Contingency Drawdown	$	56,355,132
*Contingency Index		1.42

**Excludes Betterments*

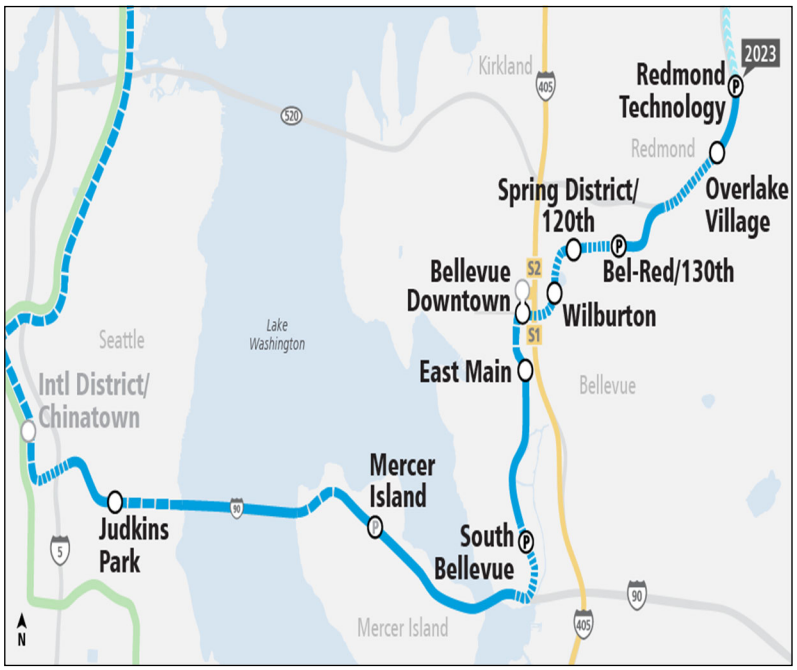
Track Construction at Marymoor Park

Link Light Rail
East Link Extension

Project Summary

Scope

Limits	Fourteen-mile extension from Downtown Seattle to Mercer Island, Bellevue and the Overlake area of Redmond.
Alignment	East King County via I-90 from Downtown Seattle to the Overlake Transit Center area of Redmond.
Stations	Judkins Park (JPS), Mercer Island (MIS), South Bellevue, East Main, Bellevue Downtown (BDS), Wilburton, Spring District/120th, Bel-Red/130th, Overlake Village (OVS) and Redmond Technology (RTS).
Systems	Signals, traction electrification, and communications (SCADA).
Phase	Construction
Budget	$3.68 Billion (Baseline April 2015)
Schedule	Baseline Revenue Service: June 2023



Map of East Link Extension Alignment

Key Project Activities

- **Seattle to South Bellevue (E130):** Ongoing non-conforming track plinth reconstruction from IDS to East Channel Bridge with focus on nylon insert replacement; continued to advance punch list and commissioning activities at Judkins Park Station, and Mercer Island Tunnel & Station.
- **Mercer Island Transit Integration (E135):** The roundabout is open for traffic use. Ongoing landscaping punch list activities, pending acceptance of as-builts, and continue close out activities.
- **South Bellevue (E320):** Non-conforming track remediation work delayed until August-September to allow SIT work; continued punch list and landscape maintenance activities.
- **Downtown Bellevue to Spring District (E335)**: Continued emergency ventilation system testing and commissioning at Bellevue Downtown Tunnel, and L&I elevator and escalator inspection at Bellevue Downtown Station; Continued site wide punch list, landscaping and site cleaning.
- **Bel-Red (E340)**: The contractor has requested Acceptance of Milestone 4 (all work) and the E340 construction management consultant is performing a field review of as-built drawings to confirm readiness for Milestone 4 Acceptance. ST management continues to work on closing out commercial items.
- **SR520 to Redmond Technology Station (E360)**: Punchlist work continues to finalize at RTS, and OVS stations. All other areas have been completed. ST management continues to work on closing out commercial items. RTS transit loop opening further delayed from March to July due to contractor delays.
- **Systems (E750):** Continued submittals, component design/manufacturing/fabrication. Progressed communication installations throughout alignment; performed local testing on communication and signaling equipment. Live Wire testing was performed and continues to be on-going on the East Link Alignment.

Closely Monitored Issues

- Work associated with the emergency ventilation system testing and commissioning in the Bellevue Downtown Tunnel.
- Late discovery of contractor quality issues. E130 track plinths demolition/reconstruction and nylon inserts replacement is currently the biggest schedule and cost impact.
- Design corrections, scope additions, contractor performance issues and passenger information management system (PIMS).
- Thefts of installed elements along the project alignment.
- Significant Contractor claims on E130, E335, E340, E360, and E750; E335 is close to settlement, and negotiations continue to develop on settlement with the E340 contractor.

Project Cost Summary

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

The Estimated Final Cost (EFC) remains the same at approximately $3.68B. This period's estimated expenditure came in at about $9.8M, bringing the total expenditure to date to about $3.27B. Project commitment is now at approximately $3.35B with all major construction contracts in place or near completion.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$186.2	$186.2	$136.4	$135.2	$186.2	$0.0
Preliminary Engineering	$55.9	$54.8	$54.8	$54.8	$54.8	$0.0
Final Design	$283.0	$268.9	$254.7	$250.1	$268.9	$0.0
Construction Services	$257.5	$277.2	$241.3	$235.4	$277.2	$0.0
3rd Party Agreements	$52.2	$49.7	$40.6	$36.2	$49.6	$0.0
Construction	$2,544.3	$2,551.9	$2,342.7	$2,277.8	$2,551.9	$0.0
Light Rail Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$298.2	$288.5	$280.3	$279.9	$288.5	$0.0
Total	**$3,677.2**	**$3,677.2**	**$3,350.8**	**$3,269.4**	**$3,677.2**	**$0.0**

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	$744.6	$941.5	$923.6	$923.4	$957.2	($15.8)
20 Stations	$397.7	$481.1	$479.7	$465.5	$509.1	($28.0)
30 Support Facilities	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
40 Sitework & Special Conditions	$808.5	$601.1	$522.2	$504.1	$551.8	$49.3
50 Systems	$353.8	$382.2	$363.0	$334.4	$386.9	($4.7)
Construction Subtotal (10 - 50)	**$2,304.6**	**$2,405.8**	**$2,288.5**	**$2,227.4**	**$2,405.0**	**$0.8**
60 ROW, Land	$288.5	$288.5	$280.3	$279.9	$288.5	$0.0
70 Vehicles (non-revenue)	$2.8	$2.8	$1.0	$1.0	$2.8	$0.0
80 Professional Services	$898.4	$900.5	$781.0	$761.1	$901.2	($0.7)
90 Unallocated Contingency	$182.9	$79.6	$0.0	$0.0	$79.6	($0.0)
Total (10 - 90)	**$3,677.2**	**$3,677.2**	**$3,350.8**	**$3,269.4**	**$3,677.2**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Risk Management

The following are the top risks areas that may impact project cost and schedules:

- **Construction Claims:** There are significant construction contractor claims on E130, E335, E340, E360 and E750. On E335 we continue to gather contractor information for our claims analysis in pursuit of a settlement. We are negotiating with E340 contractor on a global settlement. E360 settlement discussions to resume.
- **Design and Construction Changes:** Late emerging interface issues between civil and systems work; changing permit conditions with vertical transportation and tunnel systems; additional scope items required for new safety and/or operating requirements from both internal and third parties.
- **Late Discovery of Contractor Quality Issues**: Non-conforming DF plinth constructions on E130 is the most significant impact on the project schedule. Late emergent issues are highly problematic during this late stage of the project due to the lack of time to recover and adhere to the planned schedule.
- **Operational Readiness:** Availability of LRV and completion of Series I LRV Automatic Train Protection (ATP) retrofit is an ongoing risk. These issues are being monitored and mitigation steps are continually being examined. Delays in hiring key positions in King County Metro (KCM) is a significant concern. ST and KCM are examining mitigation options.
- **Organizational Capacity**: Loss of key personnel, including key consultants, to other projects creates risk around oversight and administration of project; developing and mobilizing resources and coordinating system integration and start up activities across multiple extensions concurrently. ST works closely with our consultants and internal leaders to maintain our staff and quickly fill gaps, if needed.

Live wire testing of LRV in the Bellevue segment of East Link

Contingency Management

East Link project budget was baselined in April 2015 with a total contingency of $795.9M. All major construction contracts have been procured and the total contingency balance stands at $236.M (previously $242.2M). The current contingency balance is consistent with the project's planned contingency drawdown.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. DA balance is $0.4M. DA is expected to be fully drawn down at the end of the project.

Allocated Contingency (AC) is used to address risks, complexity, and unforeseen conditions during the execution of work, including procurement. This period, approximately $6.24M of contingencies was drawn due to routine change orders.

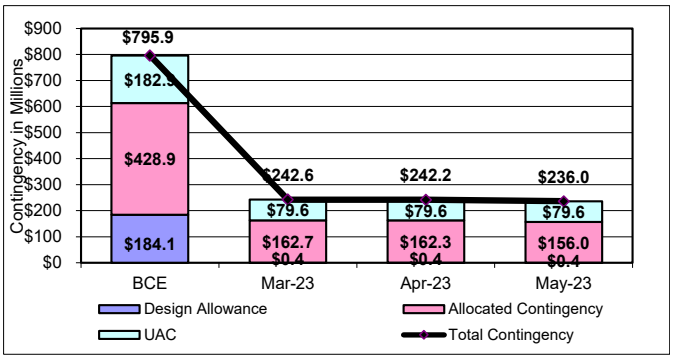
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. This period, the UAC remain unchanged at 79.6M.

Contingency Status

Contingency Type	Baseline		Current Status	
	Amount	% of Total Budget	Amount Remaining	% of Work Remaining
Design Allowance	$184.1	5.0%	$0.4	0.1%
Allocated Contingency	$428.9	11.7%	$156.0	38.3%
Unallocated Contingency	$182.9	5.0%	$79.6	19.5%
Total	**$795.9**	**21.6%**	**$236.0**	**57.9%**

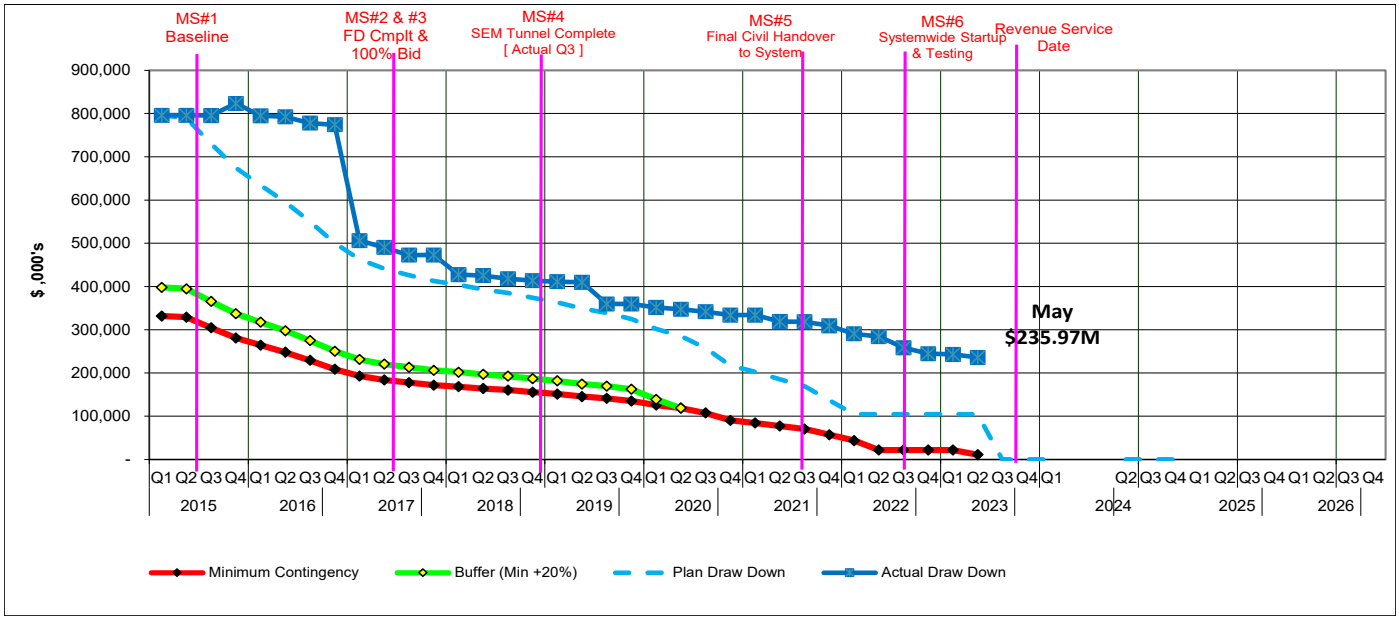
Table figures are shown in millions.

Contingency by Type



Contingency Drawdown

East Link Project's total contingency drawdown continues to trend within plan with an overall contingency balance approximately at $236M (previously $242.2M). With all major construction contracts procured, it remains above the baseline drawdown projection and well above both the minimum contingency and the buffered (minimum plus 20%) contingency levels. The contingencies at the end of May recorded a net decrease of $6.2M.



Contingency Drawdown as of May 31, 2023

Project Schedule

The Integrated Project Schedule presented below. Weighted percent complete of construction contracts calculated at 98.4%.

E130 continued DF track plinth reconstruction, closeout, commissioning, and punch list work at stations and along guideway.

E320 has achieved substantial completion. Remaining work is limited to track repair and project closeout.

E330 has achieved final acceptance.

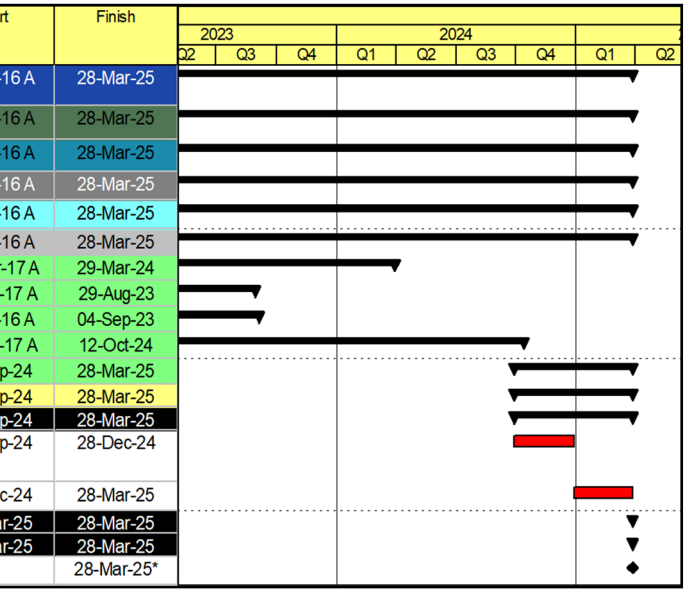
E335 continued commissioning in stations and tunnel, electrical work at BDS and punch list work throughout.

E340 has achieved Substantial Completion and is working toward acceptance.

E360 continued RTS garage reconstruction and segment wide punch list work.

E750 continued system integration testing between South Bellevue and Redmond Technology Stations.

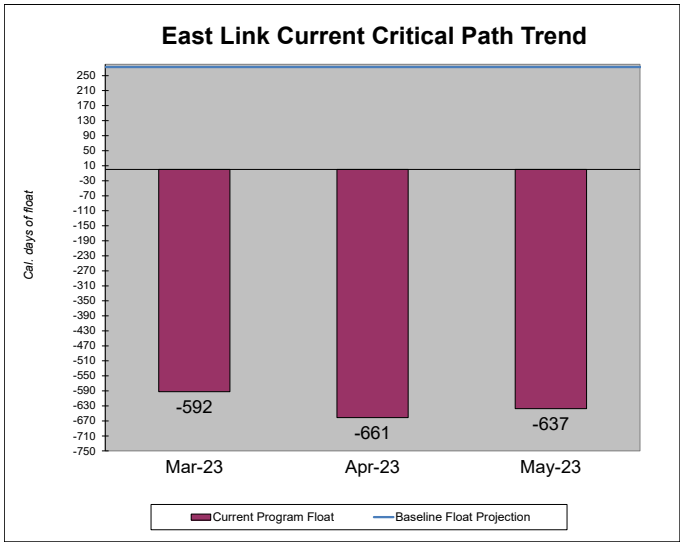
Activity Name	Start	Finish
Sound Transit	13-Jul-16 A	28-Mar-25
Sound Transit 2	13-Jul-16 A	28-Mar-25
East Corridor	13-Jul-16 A	28-Mar-25
LRT Extension - East	13-Jul-16 A	28-Mar-25
East Link	13-Jul-16 A	28-Mar-25
East Link Construction	13-Jul-16 A	28-Mar-25
EL 130 - Seattle to I-90 Overpass (GC/CM)	10-Mar-17 A	29-Mar-24
EL 335 - Downtown Bellevue to Spring District (GC/CM)	24-Apr-17 A	29-Aug-23
EL 360 - SR 520 to Overlake Transit Center (DB)	13-Jul-16 A	04-Sep-23
EL 750 - Systems	12-Jun-17 A	12-Oct-24
ELRACT - East Link Rail Activation/System Integration/Project Closeout	29-Sep-24	28-Mar-25
East Link Rail Activation	29-Sep-24	28-Mar-25
Pre-Revenue Service	29-Sep-24	28-Mar-25
ELE - Qualification - Certify Operators/Rail Supervisors on New Territory, Procedures, Incidents and System Failures	29-Sep-24	28-Dec-24
ELE - Simulate Pre-Revenue Operating Schedule	28-Dec-24	28-Mar-25
Project Float Contingency	28-Mar-25	28-Mar-25
Revenue Service	28-Mar-25	28-Mar-25
ELE - Revenue Service (Baseline June 30, 2023)		28-Mar-25*



Project Float

East Link was baselined with 273 days of program float and is currently forecast to finish 637 days behind the target Revenue Service Date of June 30, 2023. Current float reductions reflect the E130 contractor not yet meeting its forecast production rates for plinth reconstruction.

As presented to the Sound Transit Board in December 2022, timing and sequencing for multiple project openings has been revised following the program-wide risk assessment, with a new target for East Link opening set for Spring 2025. As part of this assessment, it was determined that the pre-revenue period should be increased from 3 to 6 months.



Critical Path Analysis

The East Link critical path this month continues to run through track plinth reconstruction on E130, which is delaying E750 access to complete OCS and signal installation and systems integration testing.

Activity Name	Start	Finish
EL 130 - Seattle to I-90 Overpass (GC/CM)	17-Apr-23 A	29-Feb-24
E130 Construction	17-Apr-23 A	29-Feb-24
Milestones	29-Feb-24	29-Feb-24
Construction	17-Apr-23 A	28-Feb-24
Structures Retrofit	16-Jan-24	18-Jan-24
Trackwork	17-Apr-23 A	28-Feb-24
EL 335 - Downtown Bellevue to Spring District (GC/CM)		
EL 360 - SR 520 to Overlake Transit Center (DB)		
EL 750 - Systems	06-Jul-21 A	21-Sep-24
E750 Construction	06-Jul-21 A	21-Sep-24
E750 Project	06-Jul-21 A	21-Sep-24
E750 Engineering	21-Mar-23 A	25-Jul-24
E750 Construction	06-Jul-21 A	21-Sep-24
E750 Milestones	06-Jul-21 A	21-Sep-24
E750 OCS	29-Feb-24	02-Apr-24
E750 Traction Power / Substations	02-Apr-24	05-Apr-24
E750 Testing and Commissioning	29-Jun-23	21-Sep-24
ELRACT - East Link Rail Activation/System Integration/Project Closeout	21-Sep-24	20-Mar-25
East Link Rail Activation	21-Sep-24	20-Mar-25
Pre-Revenue Service	21-Sep-24	20-Mar-25
ELE - Qualification - Certify Operators/Rail Supervisors on New Territory, Procedures, Incidents and System Failures	21-Sep-24	20-Dec-24
ELE - Simulate Pre-Revenue Operating Schedule	20-Dec-24	20-Mar-25
Project Float Contingency	20-Mar-25	20-Mar-25
ELE - Revenue Service - Float	20-Mar-25	20-Mar-25
Revenue Service	20-Mar-25	20-Mar-25
ELE - Revenue Service (Baseline June 30, 2023)		20-Mar-25*

E335 Bellevue Downtown Station

Right-of-Way

The East Link Extension involves the acquisition of a range of property interests including fee acquisitions for stations, guideway, staging areas, support facilities, and tunnel and guideway easements as well as permanent easements and temporary easements for construction. These acquisitions resulted in owner and tenant residential and commercial relocations. Property acquisition and relocations are complete, with limited processing of relocation claims and coordination of property transfers with the City of Bellevue remaining.

The right-of-way program status for this period is summarized in the following table:

East Link Extension Acquisition Status

ACQUISITION				RELOCATION	
Total Acquisitions*	**Board Approved***	**Offers Made to date**	**Closings to date**	**Relocations Required**	**Relocations Completed to date**
239	246	239	239	229	229

**All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.*

Total Acquisitions: Defined as parcels recognizing only land, not owners

Board Approved: Based on parcels and properties (including multi-unit acquisitions)

Offers/Closings: Based on inclusive offers made to separate owners and interest holders

Relocations: Based on number of affected individuals

Community Engagement

- Ongoing distribution of weekly construction alerts for maintenance of traffic activities for East Link.
- Ongoing engagement with individual property owners, members of the public and impacted neighbors on a variety of concerns including close-out activities, construction easements, traffic, access and maintenance of traffic.
- May's focus included, but not limited to; responding to safety concern at Bellevue Residential Properties; contractor parking around construction sites; continued at grade safety campaign in conjunction with livewire testing in Bellevue and Redmond.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Consultant utilization is dependent on the efforts to manage construction. The monthly average is trending over the plan and is predicted to decline over time. The current overage is not indicative of an immediate budget overage. That said, the longer than anticipated construction duration due to quality issues and potential delay in transitioning over to Operations will require more labor resources.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	51.2	52.8	(1.6)
Consultants	101.1	123.4	(22.3)
TOTAL	152.3	176.2	(23.9)

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
	No Action this period	

Construction Safety

Data/ Measure	May 2023	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	0	92
Days Away From Work Cases	0	0	15
Total Days Away From Work	0	0	1,337
First Aid Cases	8	18	389
Reported Near Mishaps	0	5	305
Average Number of Employees on Worksite	302	-	-
Total # of Hours (GC & Subs)	55,617	151,704	8,105,448
OSHA Incident Rates	***Month***	***Year to Date***	***Project to Date***
Recordable Injury Rate	0.00	0.00	2.27
LTI Rate	0.00	0.00	0.37
Recordable National Average	**2.50**		
LTI National Average	**1.10**		
Recordable WA State Average	**4.40**		
LTI WA State Average	**2.00**		

Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. All previous months' numbers are reconciled and replaced with actuals.

Major Construction Contract Packages

Below are the major construction contract packages for the project with a brief scope description of each.

R8A Stage 3A: Modification of HOV Ramp between I-90 and Bellevue Way SE. [Design-bid-build]

Status: Completed and Closed.

E130 Seattle to South Bellevue: International District Station (IDS) modification, retrofit of existing WSDOT structures, I-90 Center Roadway and two light rail stations. [Heavy Civil GC/CM]

Status: See following pages under Contract E130.

E135 Mercer Island Transit Integration: Road improvements including a roundabout at N. Mercer Way and 77th Ave SE. to enhance bus/rail transfer and connect pedestrian and bicyclist to the Mercer Island light rail station. [Design-Bid-Build]

Status: Substantial completion achieved. Punch list work remains.

E320 South Bellevue: One (1) Light Rail Station and a Parking Garage at South Bellevue P&R; aerial, at-grade, and retained-cut guideway along Bellevue Way SE and 112th Avenue SE. [Design-bid-build]

Status: Substantial Completion on August 29th, 2022. See following pages under Contract E320.

E330 Downtown Bellevue Tunnel: Sequential Earth Method (SEM) tunneling along 110th Ave. NE in Downtown Bellevue. [Design-bid-build]

Status: Substantial Completion on July 13th, 2020. Acceptance Issued on Nov. 17th, 2020.

E335 Downtown Bellevue to Spring District: Four (4) Light Rail Stations; aerial, at-grade, and retained-cut guideway from Downtown Bellevue, over I-405 to 124th Ave. NE. [Heavy Civil GC/CM]

Status: See following pages under Contract E335.

E340 Bel-Red: One (1) Light Rail Station, aerial, and at-grade guideway from 124th Ave. NE to NE 20th. [Design-bid-build]

Status: Substantial Completion on September 30th, 2022. See following pages under Contract E340.

E360 SR520 to Redmond Technology Station: Two (2) Light Rail Stations; one (1) garage, one (1) pedestrian bridge; aerial and retained-cut guideway along SR-520 in the Overlake area of Bellevue and Redmond. [Design-Build]

Status: See following pages under Contract E360.

E750 Systems: Light rail systems elements, including traction power electrification, overhead catenary system, train signals and communication system. Combined with Northgate Link N830. [Heavy Civil GC/CM]

Status: See following pages under Contract E750.

E130 Seattle to South Bellevue: Installing new nylon inserts, westbound on the floating bridge

Contract E130 – Seattle to South Bellevue Heavy Civil GC/CM

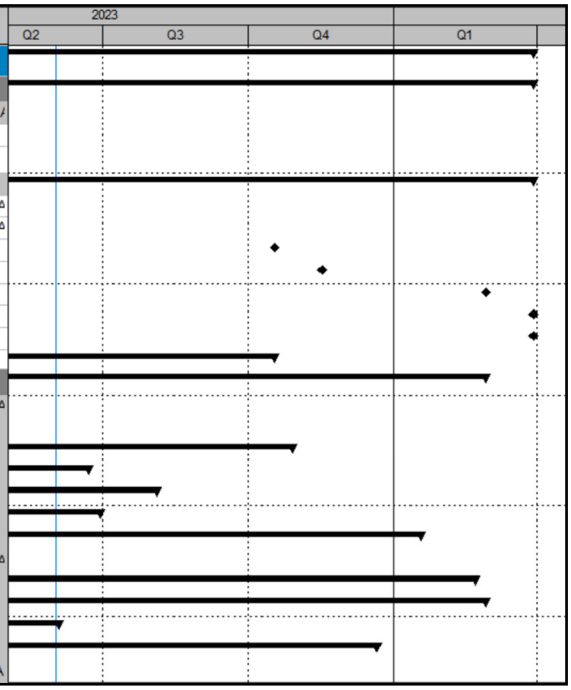
Current Progress

- **West Segment:** Completed sidewalk restoration east side of 23rd Ave; advance punchlist and commissioning activities at Judkins Park Station; continue NCR trackwork remediation from D2 roadway to west approach of floating bridge.
- **Center Segment:** Ongoing cathodic protection adjustments and monitoring; continue NCR trackwork remediation with focus on nylon insert replacement
- **East Segment:** Continue track slab investigation at Mercer Island Station; progress punchlist and commissioning at Mercer Island Tunnel, Station; ongoing NCR trackwork remediation.

Schedule Summary

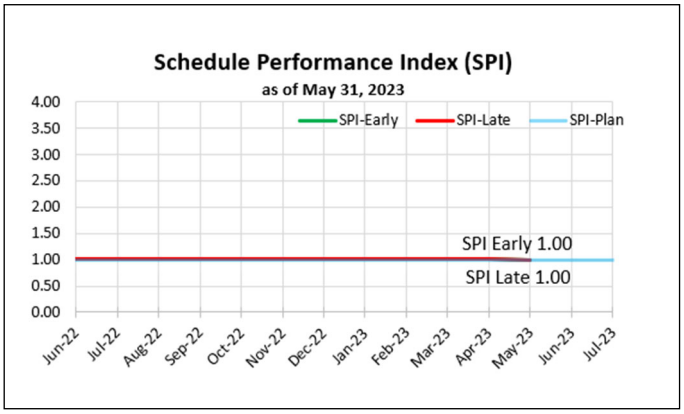
The contractor's May update is presented below. It forecasts a February 28, 2024, Substantial Completion date, 493 calendar days later than the contractual milestone date of October 23, 2022. The critical path continues to run through plinth repair and nylon insert replacement on the floating bridge. Production on the plinth rebuild is increasing, and it is anticipated the forecast completion date will stabilize over the coming months.

Activity Name	Start	Finish
E130 Construction	10-Mar-17 A	29-Mar-24
Milestones	10-Mar-17 A	29-Mar-24
Access Milestones	10-Mar-17 A	12-May-17 A
16. Notice to Proceed - Package 1	10-Mar-17 A	
16. Notice To Proceed - Remaining Scope	12-May-17 A	
Major Project Complete Milestones	21-Aug-19 A	29-Mar-24
16. MS#02 - Substantial Completion of IDS Conversion - Reinstate NB Operations (10-Feb-20)		09-Feb-20 A
16. MS#03 - Substantial Completion of IDS Conversion - Reinstate SB Operations (16-Mar-20)		23-Mar-20 A
16. MS#01 - Substantial Completion West Mercer Island Lid to East End of Project (15-Apr-22)		17-Oct-23*
16. MS#01 - Acceptance		16-Nov-23
16. MS#04 - Substantial Completion All Work (23-Oct-22)		28-Feb-24*
16. Acceptance		29-Mar-24
16. Post Acceptance		29-Mar-24
Milestone 1 Interim Dates	21-Aug-19 A	17-Oct-23
Construction	20-Mar-17 A	28-Feb-24
Preliminary Activities	03-Apr-17 A	08-Feb-21 A
Sitework	23-Aug-17 A	13-Jul-20 A
Demolition	20-Jul-17 A	26-Oct-23
Tunnel Modifications	18-Sep-17 A	21-Jun-23
Stations	31-May-17 A	03-Aug-23
OCS Bases/Frames	02-Apr-18 A	29-Jun-23
Civil/Utilities	05-Jul-17 A	18-Jan-24
Electrical	20-Mar-17 A	03-Feb-23 A
Structures Retrofit	20-Mar-17 A	21-Feb-24
Trackwork	02-Jan-18 A	28-Feb-24
Systems	26-Jun-17 A	02-Jun-23
IDS Modification	16-Jan-19 A	21-Dec-23
Pioneer Square Station Platform Removal	03-Apr-21 A	25-Apr-21 A



Schedule Performance Index

E130 contract substantial completion date was planned for December 2020 and is currently forecast to occur in Q1 2024. Remaining critical work to achieve substantial completion includes reconstruction of non-conforming direct fixation track work, replacement of nylon inserts, and other NCR work. By definition, at substantial completion the schedule performance index is 1.0, because all planned work is completed.



Next Period's Activities

- **West Segment:** Progress direct fixation plinth reconstruction, continue punch list and commissioning at Judkins Park Station.
- **Center Segment:** Continue plinth demolition and cathodic protection monitoring; prep for nylon insert replacement.
- **East Segment**: Progress DF plinth reconstruction in Mercer Island Tunnel; continue punch list and commissioning activities.

Closely Monitored Issues

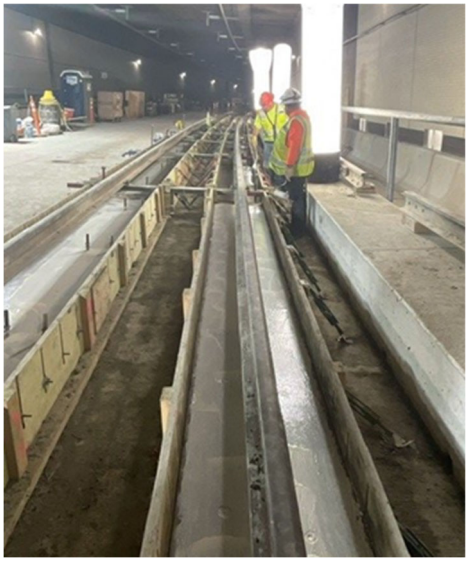
- DF track plinth reconstruction.
- Punch list and commissioning of Judkins Park and Mercer Island Stations.
- Testing and commissioning of the Mount Baker and Mercer Island Tunnel emergency ventilation systems.
- East Channel Bridge post tensioning strand damage assessment.

E130 Construction Segments

Cost Summary

Present Financial Status	Amount*
E130 Contractor - Kiewit-Hoffman	
Original Contract Value (*incl. Phase 2 MACC*)	$665,000,000
Change Order Value	$50,915,129
Current Contract Value*	$714,000,770
Total Actual Cost (Incurred to Date)	$707,639,725
Percent Complete	97.7%
Authorized Contingency	$70,660,541
Contingency Drawdown	$50,915,129
Contingency Index	1.4

** Contract Value excludes Betterments*



Crews apply curing compound to rebuilt plinths at Mercer Island Tunnel

Contract E320 – South Bellevue – Substantially Complete

- E330 Contractor achieved Substantial Completion on August 29, 2022.
- Sound Transit to issue Acceptance upon acceptable completion of remaining punch list landscaping activities and track NCR work; anticipated in September 2023.

Cost Summary

Final Financial Status	Amount
E320 Contractor - Shimmick / Parsons Joint Venture	
Original Contract Value	$319,859,000
Change Order Value	$44,571,973
Current Contract Value*	$364,396,719
Total Actual Cost (Incurred to Date)	$364,287,731
Percent Complete	99.8%
Authorized Contingency	$45,532,000
Contingency Drawdown	$44,571,973
Contingency Index	1.0

**Amount excludes Betterments & START.*

Damaged south mezzanine tiles to be replaced

Contract E335 – Bellevue to Spring District Heavy Civil GC/CM

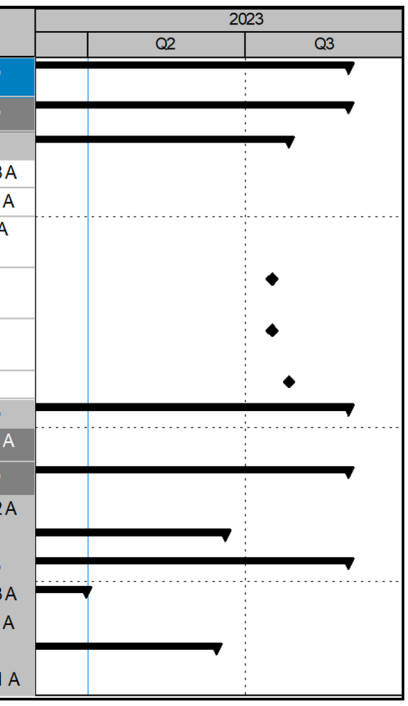
Current Progress

- Bellevue Downtown Station (BDS): Continued L&I elevator and escalator inspection.
- Bellevue Downtown Tunnel (BDT): Continued emergency ventilation system testing and commissioning. Began BMS and EVS training.
- Wilburton Station: Completed final inspection acceptance walk.
- 120th Station: Completed final inspection walk. L&I elevator and escalator re-inspection pending RFI.
- Sitewide continued punch list, landscaping and site cleaning.

Schedule Summary

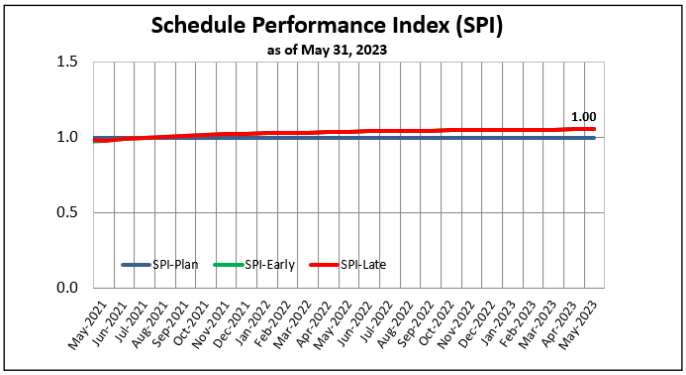
The May update forecasts a July 26, 2023, Substantial Completion Date, 801 calendar days later than the contractual milestone date of May 16, 2021. The critical path is driven by commissioning and station closeout activity. Follow-on work by the E750 systems contract is not affected.

Activity Name	Start	Finish
E335 Construction	24-Apr-17 A	29-Aug-23
Milestones	04-May-18 A	29-Aug-23
Contract Milestones	30-Sep-18 A	26-Jul-23
Milestone #1 - Complete North Portal Headwall Temporary Shoring		30-Sep-18 A
Milestone #2 - Complete SIDT's for Interface to SCADA		14-Jan-20 A
Milestone #3 - Complete Trackway and Stations for Primary Systems Access - BTC to EOP (18-Jul-21)		26-Jul-21 A
Milestone #4 - Complete SEM Tunnel Trackwork for Primary Systems Access (16-Jan-21)		16-Jul-23*
Milestone #5 - Complete All Trackway and Stations for Primary Systems Access (16-Mar-21)		16-Jul-23*
Milestone #6 - Substantial Completion of all Work (16-May-21)		26-Jul-23*
Calculated Milestones	04-May-18 A	29-Aug-23
Mobilization	24-Apr-17 A	24-Apr-17 A
Construction	24-Apr-17 A	29-Aug-23
Area 1: E. Main Station to South Portal (531+55 - 538+00)	11-Oct-17 A	29-Mar-22 A
Area 2: South Portal to SEM Tunnel (538+00 - 562+47.91	24-Aug-18 A	19-Jun-23
Area 3: North Portal to Aerial Guideway (562+50 - 568+45)	24-Apr-17 A	29-Aug-23
Area 4: Aerial Guideway (568+45 - 606+59)	24-Apr-17 A	31-Mar-23 A
Area 5: Pine Forest to 120th (606+59 - 619+00)	07-Jul-17 A	08-Oct-21 A
Area 6: 120th - End of Project (619+00 - 634+99)	01-Aug-17 A	14-Jun-23
Testing and Commissioning	01-Jun-20 A	15-Dec-21 A



Schedule Performance Index

E335 contract substantial completion date was planned for May 2021 and is currently anticipated to occur in Q3 2023. Remaining work to achieve substantial completion includes elevator and escalator inspection at BDS and emergency ventilation system testing and commissioning in the BDT as well as sitewide punch list work. By definition, at substantial completion the schedule performance index is 1.0. All planned work is completed.

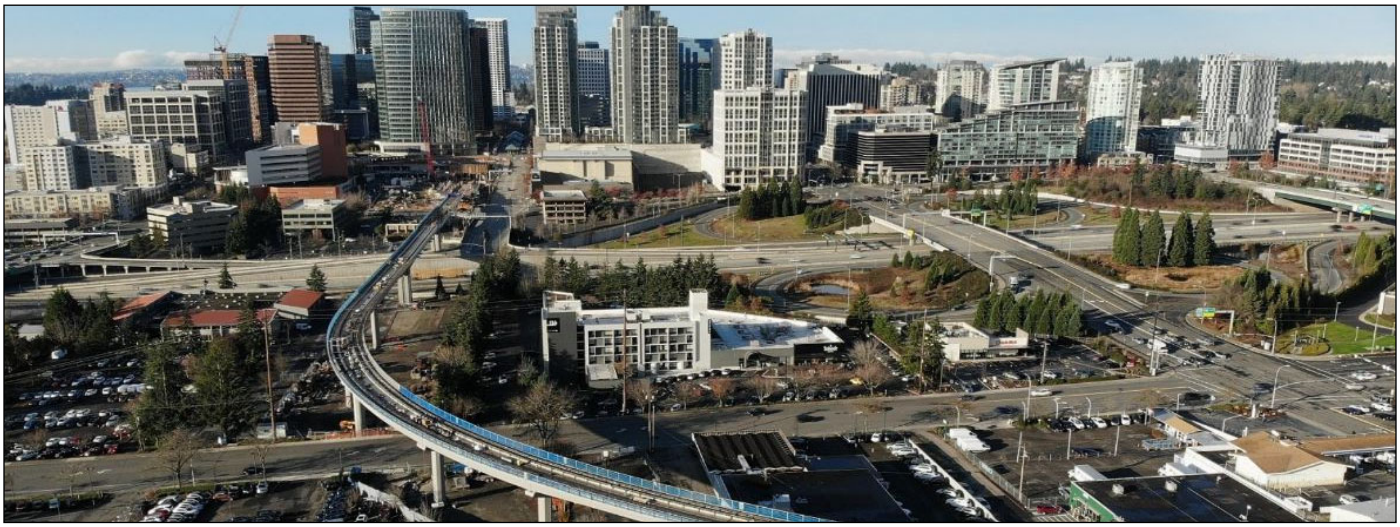


Next Period's Activities

- Bellevue Downtown Station (BDS): Complete L&I elevator and escalator inspection.
- Bellevue Downtown Tunnel (BDT): Complete emergency ventilation system testing and commissioning. Complete BMS and EVS training.
- 120th Station: Complete L&I elevator and escalator re-inspection.
- Sitewide continued punch list, landscaping and site cleaning.

Closely Monitored Issues

- Testing and commissioning of emergency ventilation system in Bellevue Tunnel.
- Punch list work at BDS.
- Completion of the safety certifiable paperwork.
- The AMMMR package has been approved by the City of Bellevue. Additional permit correction issues are being tracked by the team and are being addressed as expeditiously as possible.



E335 Aerial Guideway Looking West to Downtown Bellevue

Cost Summary

Present Financial Status	Amount
E335 Contractor– Stacy & Witbeck / Atkinson Joint Venture (SWA-JV).	
Original Contract Value (includes station scope)	$393,798,210
Change Order Value	$27,714,821
Current Contract Value	$421,513,031
Total Actual Cost (Incurred to Date)	$418,540,083
Percent Complete	99.8%
Authorized Contingency	$29,689,911
Contingency Drawdown	$27,714,821
Contingency Index	1.1

Landscaping Work at Bellevue Downtown Station

Contract E340 – Bel-Red – Substantially Complete

- E340 Contractor achieved Substantial Completion on September 30, 2022 and Substantial Acceptance of 130th station completed March 2nd, 2023.
- Resolution of global project settlement. ST senior management meetings ongoing with Kuney management.
- Two LED pedestrian warning signs still need replacement. LED replacement parts have a lead time of 6-7 weeks. These LED signs to be replaced with updated type under E750 contract in late August or early September 2023.
- Discovered 6 locations of failed epoxy joints on FRP systems ductbank conduit. Notified contractor to correct joints. Track access to be scheduled for correction work.
- Six train crossing signal heads found to be nonfunctional during signals testing. Notified Kuney to correct under warranty.
- Turnover of Evans property (EL-291 and EL-293). Exposed cables corrected. Items of concern identified by ST Property to be addressed, including missing fence panels to be corrected by E750 and exposed cables to be corrected by PSE.
- COB roadway project at 130th Station did not include scope to replant disturbed planter at south side of station.
- COB has notified ST of untended weeds at 130th station.

130th Bel-Red Station

Cost Summary

Present Financial Status	Amount
E340 Contractor – Max J Kuney	
Original Contract Value	$93,170,012
Change Order Value	$7,833,241
Current Contract Value	$101,003,253
Total Actual Cost (Incurred to Date)	$99,707,630
Percent Complete	99.6%
Authorized Contingency	$14,317,000
Contingency Drawdown	$7,833,241
Contingency Index	1.8

King County wastewater pipe installation Evans Property

Contract E360 – SR 520 to Redmond Technology Station (RTS)

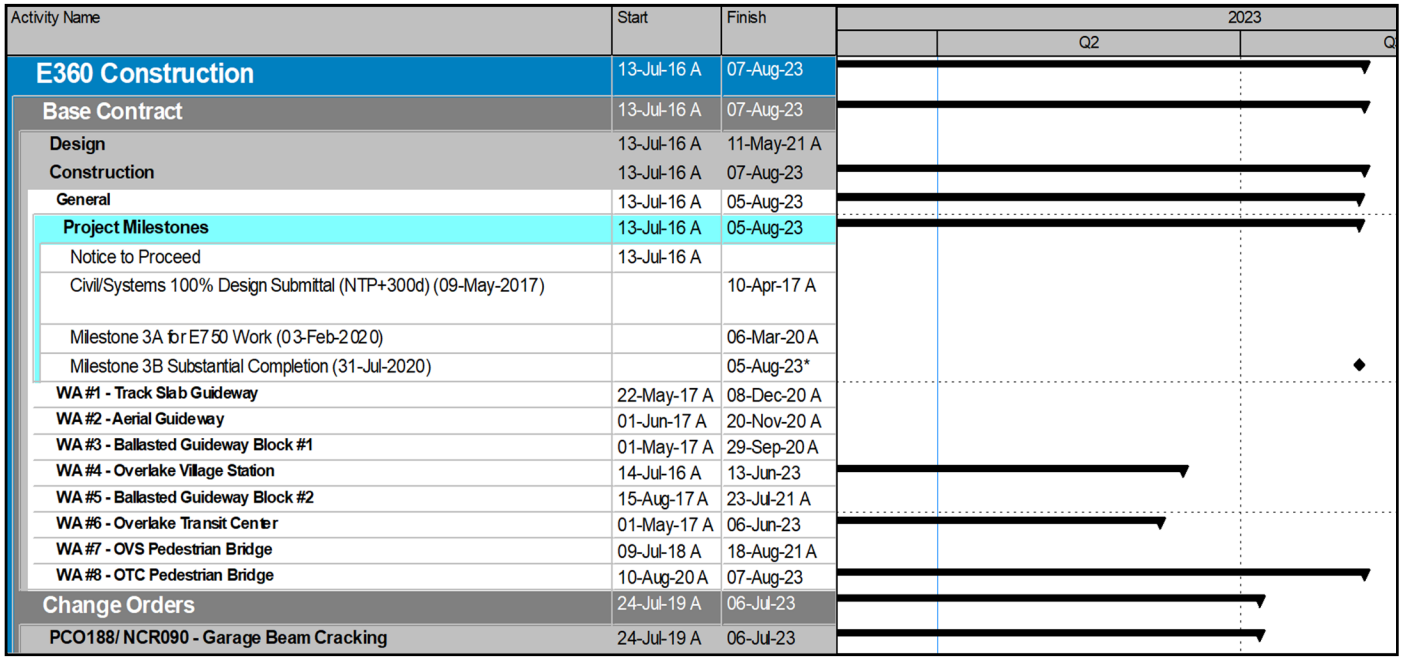
Current Progress

- Continued punch list work at Redmond Technology Station.
- Completed punch list work at all other sites.

Schedule Summary

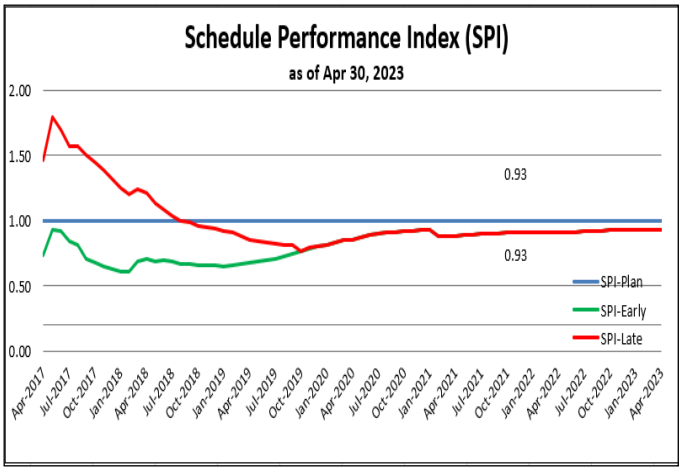
The April update forecasts an August 05, 2023, Substantial Completion date, 1,100 calendar days later than the contractual milestone date of July 31, 2020. At the time of reporting, a May schedule has not yet been received. The critical path runs through the closeout of the RTS garage. The E750 systems contractor has access to all work areas.

Activity Name	Start	Finish
E360 Construction	13-Jul-16 A	07-Aug-23
Base Contract	13-Jul-16 A	07-Aug-23
Design	13-Jul-16 A	11-May-21 A
Construction	13-Jul-16 A	07-Aug-23
General	13-Jul-16 A	05-Aug-23
Project Milestones	13-Jul-16 A	05-Aug-23
Notice to Proceed	13-Jul-16 A	
Civil/Systems 100% Design Submittal (NTP+300d) (09-May-2017)		10-Apr-17 A
Milestone 3A for E750 Work (03-Feb-2020)		06-Mar-20 A
Milestone 3B Substantial Completion (31-Jul-2020)		05-Aug-23*
WA #1 - Track Slab Guideway	22-May-17 A	08-Dec-20 A
WA #2 - Aerial Guideway	01-Jun-17 A	20-Nov-20 A
WA #3 - Ballasted Guideway Block #1	01-May-17 A	29-Sep-20 A
WA #4 - Overlake Village Station	14-Jul-16 A	13-Jun-23
WA #5 - Ballasted Guideway Block #2	15-Aug-17 A	23-Jul-21 A
WA #6 - Overlake Transit Center	01-May-17 A	06-Jun-23
WA #7 - OVS Pedestrian Bridge	09-Jul-18 A	18-Aug-21 A
WA #8 - OTC Pedestrian Bridge	10-Aug-20 A	07-Aug-23
Change Orders	24-Jul-19 A	06-Jul-23
PCO188/ NCR090 - Garage Beam Cracking	24-Jul-19 A	06-Jul-23



Schedule Performance Index

E360 contract substantial completion date was planned for July 2020 and is currently anticipated to occur in Q3 2023. Remaining work to achieve substantial completion includes completing commissioning and providing acceptable closeout documentation. By definition, at substantial completion the schedule performance index is 1.0, which denotes all planned work is completed.



Next Period's Activities

- Complete remaining punch list activities and commissioning.
- Continue to work on closing out remaining permits.
- Progress on closeout documentation.

Closely Monitored Issues

- Turning over ST Facilities the RTS transit loop and opening of the RTS Transit Loop.

Redmond Technology Station and Garage

Cost Summary

Present Financial Status	Amount
E360 Contractor— Kiewit-Hoffman	
Original Contract Value	$225,336,088
Change Order Value	$8,256,267
Current Contract Value	$233,592,355
Total Actual Cost (Incurred to Date)	$217,605,913
Percent Complete	98.0%
Authorized Contingency	$22,533,609
Contingency Drawdown	$8,256,267
Contingency Index	2.7

Table Excludes Betterment

Redmond Technology Station Transit Loop

Contract E750 – Systems Heavy Civil GC/CM

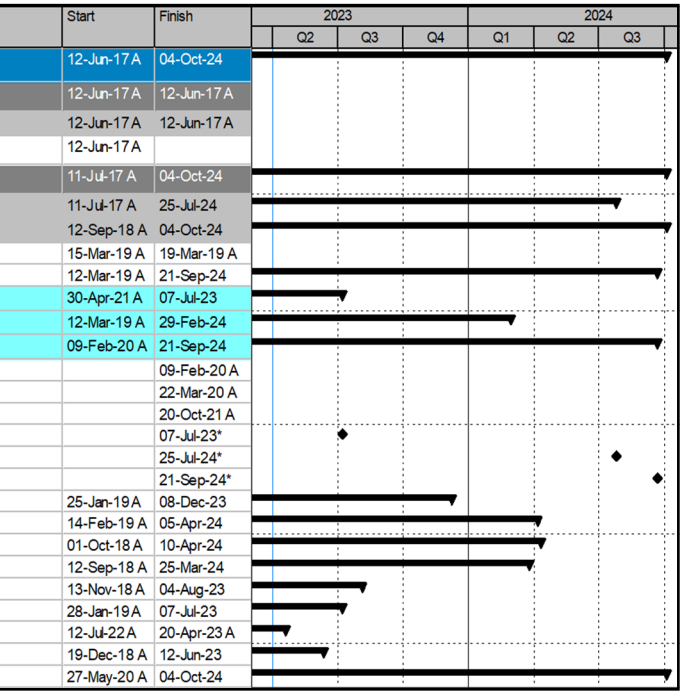
Current Progress

- Ongoing coordination meetings for interface and access points with the civil contracts.
- Communication testing and installation of equipment continues along the alignment from E130 to E360 civil segments.
- Installation of signal cable and signal equipment testing continues along the alignment from E130 to E360 civil segments.
- Continued live wiring and signal testing between South Bellevue and Redmond Technology Stations.

Schedule Summary

The May update projects a September 21, 2024 Substantial Completion Date, 845 calendar days later than the contractual milestone date of May 30, 2022. The critical path for this contract is driven by track handover from the E130 contractor, which is significantly delayed. Installation and testing in all other areas is progressing toward a forecast completion of September 30, 2023.

Activity Name	Start	Finish
E750 Construction	12-Jun-17 A	04-Oct-24
General	12-Jun-17 A	12-Jun-17 A
Key Dates	12-Jun-17 A	12-Jun-17 A
NTP - Notice to Proceed (NTP) Northgate and East Link	12-Jun-17 A	
E750 Project	11-Jul-17 A	04-Oct-24
E750 Engineering	11-Jul-17 A	25-Jul-24
E750 Construction	12-Sep-18 A	04-Oct-24
E750 Construction (General)	15-Mar-19 A	19-Mar-19 A
E750 Milestones	12-Mar-19 A	21-Sep-24
E750 Project Milestones	30-Apr-21 A	07-Jul-23
E750 Access Dates	12-Mar-19 A	29-Feb-24
E750 Contract Milestones	09-Feb-20 A	21-Sep-24
MS#06a East Link: Substantial completion of IDS Station Tie-in Work For North Bound (3/9/20)		09-Feb-20 A
MS#06b East Link: Substantial completion of IDS Station Tie-in Work (CNRFP 27)		22-Mar-20 A
MS#07 East Link: Limited systems, South Bellevue parking garage (CCTV, Telephone) (08/02/21)		20-Oct-21 A
MS#08 East Link: Limited systems, Redmond Tech transit center parking garage (CCTV, Tele) (09/30/21)		07-Jul-23*
MS#09a East link: Install & Test completion of East Link Systems (03/31/22)		25-Jul-24*
MS#09B East link: Substantial completion of East Link Systems (05/30/22)		21-Sep-24*
E750 SCCCRM	25-Jan-19 A	08-Dec-23
E750 OCS	14-Feb-19 A	05-Apr-24
E750 Traction Power / Substations	01-Oct-18 A	10-Apr-24
E750 Signals	12-Sep-18 A	25-Mar-24
E750 Communications	13-Nov-18 A	04-Aug-23
E750 Radio	28-Jan-19 A	07-Jul-23
E750 SCADA	12-Jul-22 A	20-Apr-23 A
E750 Trunk Fiber	19-Dec-18 A	12-Jun-23
E750 Testing and Commissioning	27-May-20 A	04-Oct-24

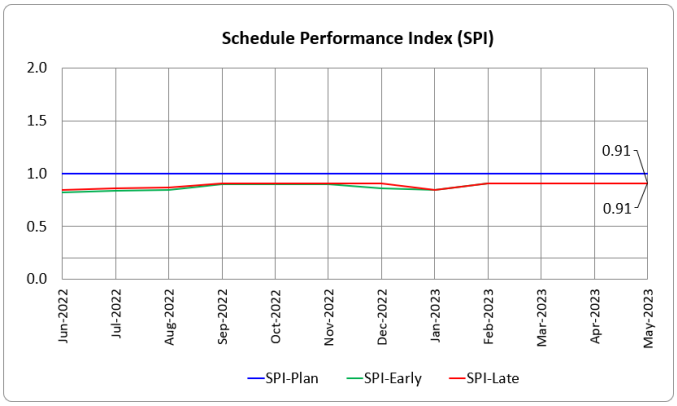


Schedule Performance Index

E750 contract substantial completion date planned for May 30, 2022 is currently anticipated to occur in Q3 2024.

The SPI-Early and SPI-Late is 0.91. The SPI index indicates the contractor is behind early/late planned work compared to the baseline plans.

The lagging is due to delayed access to civil segments, primarily within E130 and access. The ELE team continues to monitor and evaluate various mitigation options should the late plans continue to slip further.



Next Period's Activities.

- Ongoing meetings between systems and civil contractors for interface and access points for respective contracts.
- Ongoing installation of feeder cables for energization and local testing.
- Continued live wiring and train control signal systems testing between South Bellevue and Redmond Technology Stations.

Closely Monitored Issues

- Systems integration testing between South Bellevue Stations and Redmond Technology Station.
- Procurement of the pedestrian crossing enhancement hardware and installation.
- Procurement and installation of signal system changes needed to convert South Bellevue Station to a terminal for the East Link Starter Line.
- Delivery and testing of the PIMS software.

Cost Summary

Present Financial Status	Amount
E750 Contractor - Mass Electric Construction Co.	
Original Contract Value	$255,768,128
Change Order Value	$7,935,475
Current Contract Value	$263,703,602
Total Actual Cost (Incurred to Date)	$239,370,797
Percent Complete	94.9%
Authorized Contingency	$27,788,406
Contingency Drawdown	$7,935,475
Contingency Index	3.5

**The N830 and E750 Systems is a joint procurement. The table above represents E750 Systems only.*

Systems Testing at 130th Station

Link Light Rail
Everett Link Extension

Project Summary

Scope

Limits — The Everett Link Extension consists of 16.3 miles of light rail from Lynnwood Transit Center to Everett Station.

Alignment — The project extends Link service north from Lynnwood City Center to the SW Everett Industrial Center, SR 526/ Evergreen Way, and Everett Station.

Stations — The project includes six new stations at West Alderwood Mall, Ash Way, 128th / Mariner, Southwest Everett Industrial Center, SR 526/Evergreen, and Everett Station. The project also includes one provisional station, at SR 99/Airport Road.

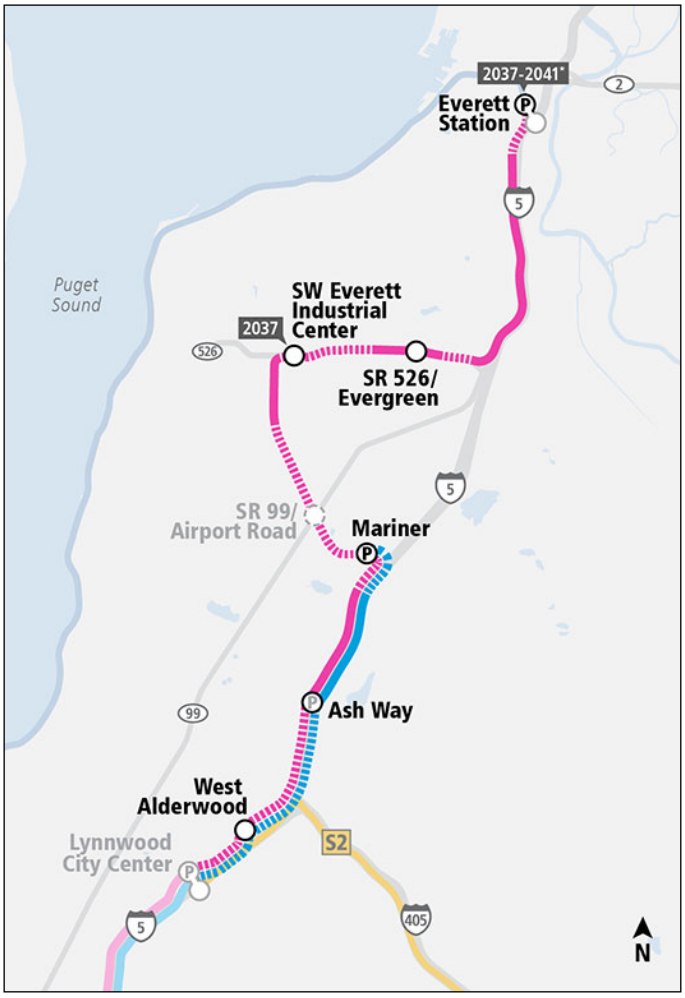
Systems — Signals, track electrification, SCADA communication, Operations and Maintenance Facility North (OMF North)

Phase — Planning

Budget — $197 Million (Project Development—Phase 1 Alternatives Development)

Schedule — Target Dates:
SW Everett Industrial Station, 2037
Everett Station, 2037
Parking at Mariner & Everett, 2046

** This project is in development and project report will be updated quarterly effective June 2023.*



Map of Everett Link Extension

Key Project Activities

- Provided project briefings to the Sound Transit System Expansion Committee and Board of Directors.
- Continued monthly meetings with FTA.
- Coordinated with partner agencies including City of Lynnwood, City of Everett, Snohomish County, Community Transit, Puget Sound Regional Council and WSDOT regarding alternatives development process.

Project Cost Summary

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

During the annual budget cycle $9M was added to the project to fund right-of-way acquisition. The current Authorized Project Allocation is for completion of preliminary engineering. In May 2023, $1M was incurred. The major project expenditures were for administration and preliminary engineering.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
Administration	$34.2	$7.7	$7.5	$34.2	$0.0
Preliminary Engineering	$128.5	$18.8	$17.7	$128.5	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$0.0	$0.0	$0.0	$0.0	$0.0
3rd Party Agreements	$13.2	$0.4	$0.2	$13.2	$0.0
Construction	$1.0	$0.6	$0.6	$1.0	$0.0
Light Rail Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$20.1	$0.7	$0.3	$20.1	$0.0
Total	**$196.9**	**$28.3**	**$26.4**	**$196.9**	**$0.0**

Cost Summary by SCC

SCC Element	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
10 Guideway & Track	$0.0	$0.0	$0.0	$0.0	$0.0
20 Stations	$0.0	$0.0	$0.0	$0.0	$0.0
30 Support Facilities	$0.0	$0.0	$0.0	$0.0	$0.0
40 Sitework & Special Conditions	$1.0	$0.6	$0.6	$1.0	$0.0
50 Systems	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Subtotal (10 - 50)	**$1.0**	**$0.6**	**$0.6**	**$1.0**	**$0.0**
60 Row, Land	$19.0	$0.7	$0.3	$19.0	$0.0
80 Professional Services	$161.3	$26.9	$25.4	$161.8	$0.0
90 Unallocated Contingency	$15.7	$0.0	$0.0	$15.1	$0.0
Total (10 - 90)	**$196.9**	**$28.3**	**$26.4**	**$196.9**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

**The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.*

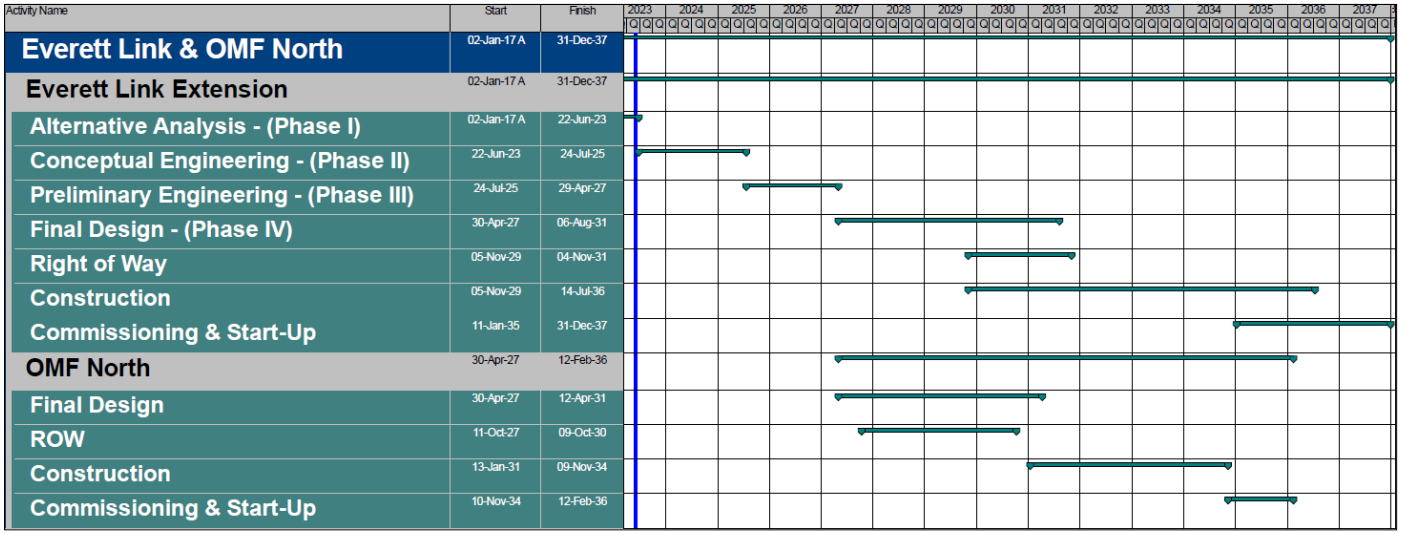
Risk Management

The following are the top cost and schedule project risks:

- Emerging schedule delay risk due to confirming environmental review process with third parties.
- Potential risks associated with engineering challenges over lengthy and varied geography and limited design yet to be investigated. Further design as project advances.
- Potential risks associated with real estate acquisition process and yet unknown ROW needs in early design.
- Potential risks associated with challenge of consensus with partners on site selection for OMF North.
- Comparative cost estimates for OMF North are trending slightly higher than the current Finance Plan Estimate. A QRA and Value Engineering will be conducted in Q1/Q2, which could result in revisions to the existing estimate range.

Project Schedule

The bulk of the Phase 1 work is complete. The draft Preferred Alternatives Report is scheduled for early June. Approval for Phase 2 work is scheduled to go to the ST Board in June, with work to start in earnest in the fall. The schedule reflects the currently planned opening of the Operations & Maintenance Facility—North, ahead of the general alignment opening for revenue service.



Community Engagement

- Provided project briefing to Everett Public Schools and Hope Community Land Trust.
- Hosted a project area tour for Elected Leadership Group and staff.
- Hosted a table at the Mariner Community Campus Resource Fair.
- Continued coordination with partner agencies including City of Lynnwood, City of Everett, Snohomish County and Community Transit regarding community engagement.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Variance between planned and actual FTE average is expected to continue through the first half of 2023, as Phase 2 to start in July 2023.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	22.1	17.0	5.1
Consultants	44.0	25.2	18.8
TOTAL	66.1	42.2	23.9

** An FTE is the equivalent to 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
Report	Everett Link Extension Scoping Summary	5/25/2023
Presentation	Everett Link Extension Summary of Scoping Comments	5/25/2023

Link Light Rail
Federal Way Link Extension

Project Summary

Scope

Limits The Federal Way Link Extension (FWLE) adds approximately 7.8 miles of light rail from the Angle Lake Station in the City of SeaTac to the Federal Way City Center.

Alignment The extension generally parallels SR 99 and I-5 freeway.

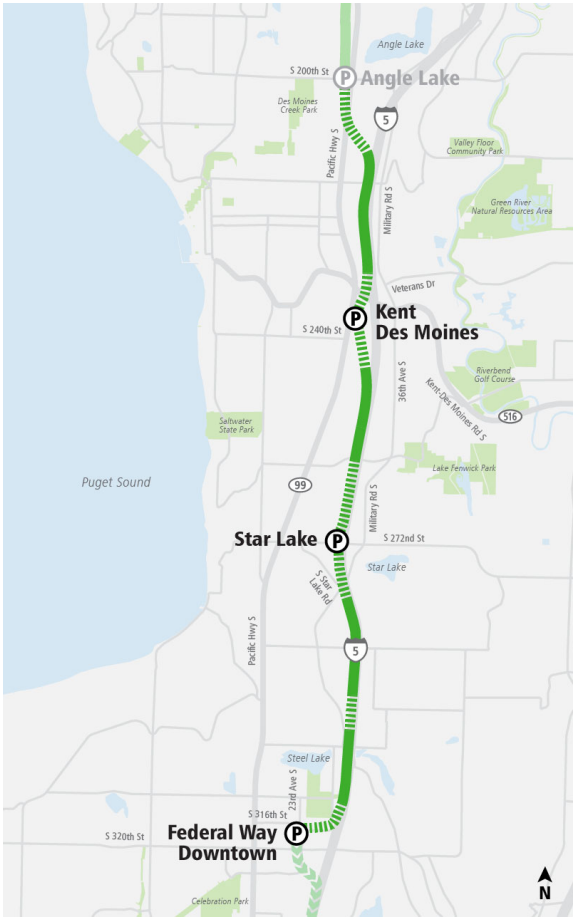
Stations Station and garages at Kent Des Moines (KDM), Star Lake (SL), and the Federal Way Downtown (FWD)

Systems Signals, traction power, and communications (SCADA)

Phase Final Design/Construction

Budget $2.45 Billion (ST Baseline September 2018)

Schedule Revenue Service: December 2024**
(under evaluation due to Structure C impact and to be revised beyond this date)



Map of Federal Way Link Extension

Key Project Activities

- Continued work at Structure C including tangent pile installation.
- Traction Powered Substation (TPSS S02) was energized.
- The ST Board approved additional contract contingency capacity for DBPM and F200.
- FWLE team working with City of Kent, Des Moines and Federal Way to extend respective City Services Agreements.
- FWLE team is working with WSDOT to amend the Temporary Construction Airspace Lease (TCAL) agreement for Structure C area.
- Project team continues utility relocations needed at station areas.
- Ongoing ROW acquisition and relocations continue related to Traffic Mitigation (F210) and some F200 parcels.

Project Cost Summary

The project cost is summarized below in two cost categories; first cost table in accordance with Sound Transit's budget Work Breakdown Structure (WBS) and second cost table in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions. The tables below represent the Board-authorized FWLE project budget. Vehicles, P65 contingency, and finance charges included in the FTA FFGA budget of $3.1B are not shown.

This period approximately $37.1M was incurred. $31.2M was incurred in the Construction phase, mainly for F200 contract at $30.6M, and communication equipment expenditures at $0.5M. Construction Services phase at $2.5M for DBPM contract and Right-of-Way at $2M. Remaining expenditures came from Preliminary Engineering, Final Design, Third Party and Administration phases. Overall the project Estimate at Completion continues to reflect $2.45B.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$96.5	$96.5	$49.4	$48.8	$96.5	$0.0
Preliminary Engineering	$46.5	$46.1	$45.6	$45.4	$46.1	$0.0
Final Design	$3.1	$6.1	$4.0	$3.7	$6.1	$0.0
Construction Services	$107.0	$156.2	$104.8	$86.5	$156.2	$0.0
3rd Party Agreements	$27.7	$37.7	$25.3	$19.8	$37.7	$0.0
Construction	$1,831.9	$1,770.0	$1,446.1	$1,067.6	$1,770.0	$0.0
ROW	$338.8	$338.8	$229.9	$228.6	$338.8	$0.0
Total	**$2,451.5**	**$2,451.5**	**$1,905.1**	**$1,500.4**	**$2,451.5**	**$0.0**

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	$523.0	$155.2	$406.2	$295.0	$512.7	-$357.5
20 Stations	$318.9	$105.2	$302.7	$200.3	$334.5	-$229.3
30 Support Facilities	$5.3	$4.6	$11.6	$8.4	$4.9	-$0.4
40 Sitework & Special Conditions	$558.4	$1,169.0	$485.2	$362.1	$684.0	$485.0
50 Systems	$153.8	$49.6	$126.4	$91.3	$152.2	-$102.6
Construction Subtotal (10 - 50)	**$1,559.4**	**$1,483.5**	**$1,332.1**	**$957.2**	**$1,688.3**	**-$204.9**
60 Row, Land	$341.6	$338.8	$229.9	$228.6	$338.8	$0.0
70 Vehicles	$1.8	$1.8	$0.0	$0.0	$1.8	$0.0
80 Professional Services	$370.7	$398.0	$343.1	$314.7	$341.0	$57.0
90 Unallocated Contingency	$178.1	$229.5	$0.0	$0.0	$81.6	$147.9
Total (10 - 90)	**$2,451.5**	**$2,451.5**	**$1,905.1**	**$1,500.4**	**$2,451.5**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Contingency Management

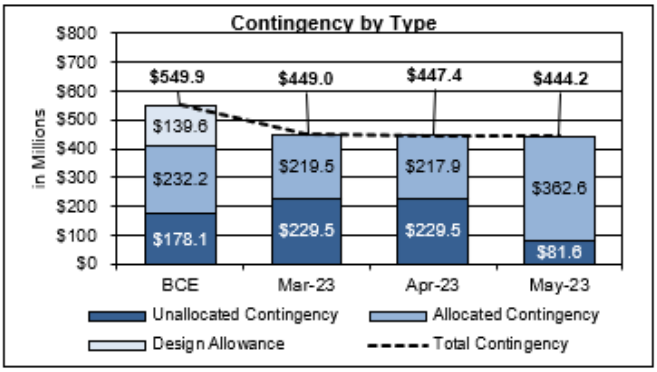
The FWLE project budget was baselined in September 2018 with a total contingency of $549.9M. Additional contingency of $460.0M (FTA P65 requirement in FFGA) is not reflected in the below contingency status. The current contingency balance is $444.2M.

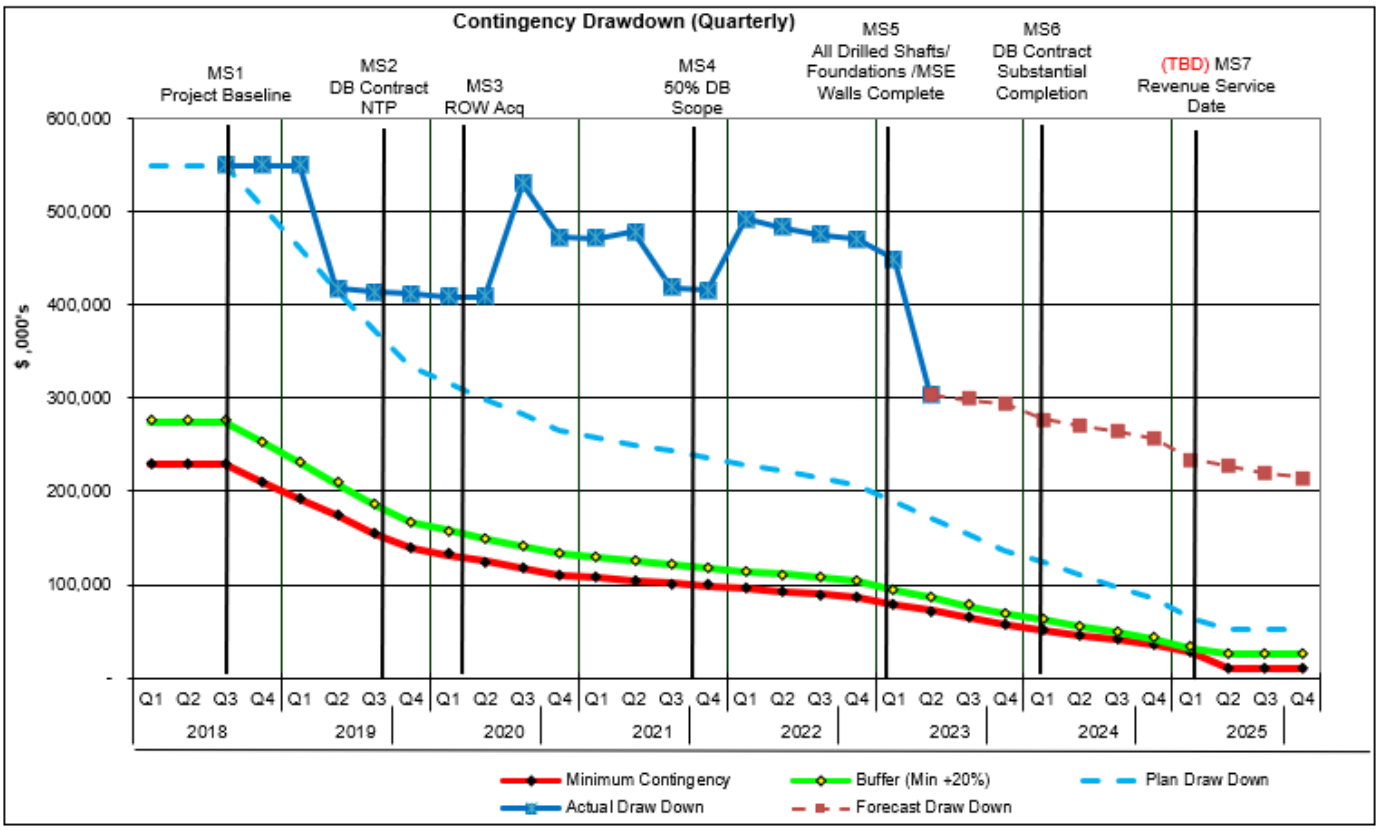
Allocated Contingency (AC) is used to address risks, complexity, and unforeseen conditions during the execution of work, including procurement. During this period the overall AC was increased by $144.7M due to budget shifts from UAC to AC for F200, DBPM, 3 City agreements and design contract. Plus drawdown on AC due to executed change orders for F200 and DBPM.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. During this period the UAC reduced by $147.9M due to several contract and agreement amendments. Most significantly was May Board approvals for additional contract contingency authorization (F200 and DBPM, totaling $143M). Additional drawdowns for future amendments to 3 City Services agreements and Traffic Mitigation Design contract.

Contingency Status	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	$139.6	5.7%	$0.0	0.0%
Allocated Contingency	$232.2	9.5%	$362.6	38.1%
Unallocated Contingency	$178.1	7.3%	$81.6	8.6%
Total:	**$549.9**	**22.4%**	**$444.2**	**46.7%**

Table figures are shown in millions





Risk Management

Changes to the projects top risks are reflected below:

- Overlap between the F200 Design Builder's presence at structure C interferes with the SR-509 project construction creates delay and inefficiency costs to the project.
- The integration of additional requirements for facilities and/or systems (by ST) could not only result in increased costs, but could also impact construction completion.
- Wabtec staff are not available to support SCADA and PIMS deployment on the FWLE project, thus delaying Kiewit's completion and RSD.
- ROW possession and use (P&U) and acquisition suffer delays or legal challenges that prevent the parcel from being acquired before it is needed for construction, resulting in delays to the construction schedule.
- Known third party utility relocations may not occur as scheduled resulting in cost and schedule impacts to the project.
- PSE Industrywide supply issues, primarily junction boxes, could impact construction schedule.
- Hazardous materials are likely to be encountered during F210 construction, resulting in cost and schedule impacts to the project.
- The existing ST fiber-optic backbone might be insufficient to support the connection requirements of the project, resulting in cost and schedule impacts.
- The integration of additional scope by AHJs (e.g. betterments), could not only result in increased costs, but could also impact construction completion.
- Post milestone 5, delays to RSD.

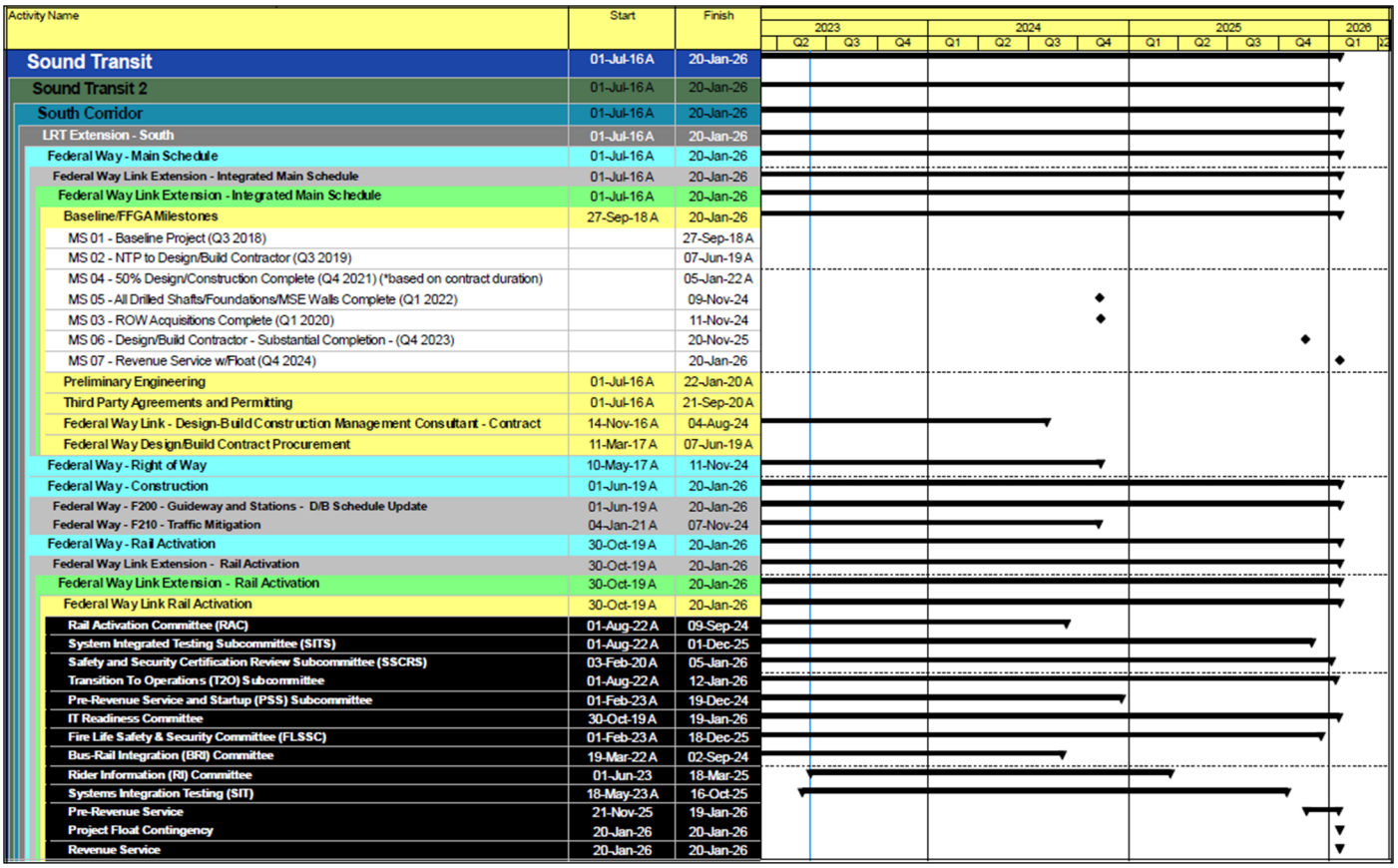
PCCP concrete at 30th Avenue in Kent.

Moment slab rebar at 30th Avenue S in Federal Way.

Project Schedule

The calculated weighted percent complete of the major construction contracts is 76.2%. The weighted percent complete does not account for the cost impact of F200 Structure C Long Span. The FWLE integrated schedule includes the revised contract milestones resulting from Structure C Long Span negotiations. The associated Change Order is currently being finalized.

FFGA Milestone #3 is trending to be finished by Q4 2024 due to delays in acquiring several F200 properties. The FWLE ROW team forecasts that F210 ROW acquisitions will be complete by Q3 2024. Next, the F210 100% design is complete and is under review. F210 construction procurement has started and is on track to advertise for bid by Q3 2023.

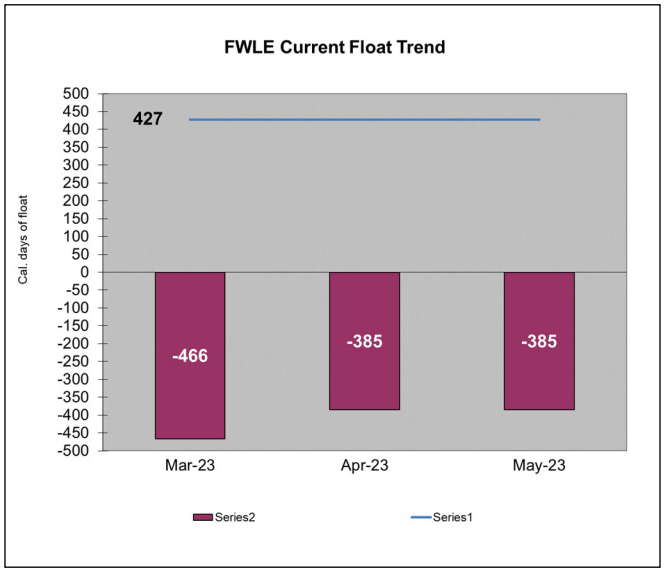


Activity Name	Start	Finish
Sound Transit	01-Jul-16 A	20-Jan-26
Sound Transit 2	01-Jul-16 A	20-Jan-26
South Corridor	01-Jul-16 A	20-Jan-26
LRT Extension - South	01-Jul-16 A	20-Jan-26
Federal Way - Main Schedule	01-Jul-16 A	20-Jan-26
Federal Way Link Extension - Integrated Main Schedule	01-Jul-16 A	20-Jan-26
Federal Way Link Extension - Integrated Main Schedule	01-Jul-16 A	20-Jan-26
Baseline/FFGA Milestones	27-Sep-18 A	20-Jan-26
MS 01 - Baseline Project (Q3 2018)		27-Sep-18 A
MS 02 - NTP to Design/Build Contractor (Q3 2019)		07-Jun-19 A
MS 04 - 50% Design/Construction Complete (Q4 2021) (*based on contract duration)		05-Jan-22 A
MS 05 - All Drilled Shafts/Foundations/MSE Walls Complete (Q1 2022)		09-Nov-24
MS 03 - ROW Acquisitions Complete (Q1 2020)		11-Nov-24
MS 06 - Design/Build Contractor - Substantial Completion - (Q4 2023)		20-Nov-25
MS 07 - Revenue Service w/Float (Q4 2024)		20-Jan-26
Preliminary Engineering	01-Jul-16 A	22-Jan-20 A
Third Party Agreements and Permitting	01-Jul-16 A	21-Sep-20 A
Federal Way Link - Design-Build Construction Management Consultant - Contract	14-Nov-16 A	04-Aug-24
Federal Way Design/Build Contract Procurement	11-Mar-17 A	07-Jun-19 A
Federal Way - Right of Way	10-May-17 A	11-Nov-24
Federal Way - Construction	01-Jun-19 A	20-Jan-26
Federal Way - F200 - Guideway and Stations - D/B Schedule Update	01-Jun-19 A	20-Jan-26
Federal Way - F210 - Traffic Mitigation	04-Jan-21 A	07-Nov-24
Federal Way - Rail Activation	30-Oct-19 A	20-Jan-26
Federal Way Link Extension - Rail Activation	30-Oct-19 A	20-Jan-26
Federal Way Link Extension - Rail Activation	30-Oct-19 A	20-Jan-26
Federal Way Link Rail Activation	30-Oct-19 A	20-Jan-26
Rail Activation Committee (RAC)	01-Aug-22 A	09-Sep-24
System Integrated Testing Subcommittee (SITS)	01-Aug-22 A	01-Dec-25
Safety and Security Certification Review Subcommittee (SSCRS)	03-Feb-20 A	05-Jan-26
Transition To Operations (T2O) Subcommittee	01-Aug-22 A	12-Jan-26
Pre-Revenue Service and Startup (PSS) Subcommittee	01-Feb-23 A	19-Dec-24
IT Readiness Committee	30-Oct-19 A	19-Jan-26
Fire Life Safety & Security Committee (FLSSC)	01-Feb-23 A	18-Dec-25
Bus-Rail Integration (BRI) Committee	19-Mar-22 A	02-Sep-24
Rider Information (RI) Committee	01-Jun-23	18-Mar-25
Systems Integration Testing (SIT)	18-May-23 A	16-Oct-25
Pre-Revenue Service	21-Nov-25	19-Jan-26
Project Float Contingency	20-Jan-26	20-Jan-26
Revenue Service	20-Jan-26	20-Jan-26

Project Float

Federal Way Link Extension was baselined with 427 days of project float and an RSD date of 12/31/2024. Currently, the project is reporting negative 385 days of project float. The negative project float was caused by the impact of poor soil conditions at Structure C.

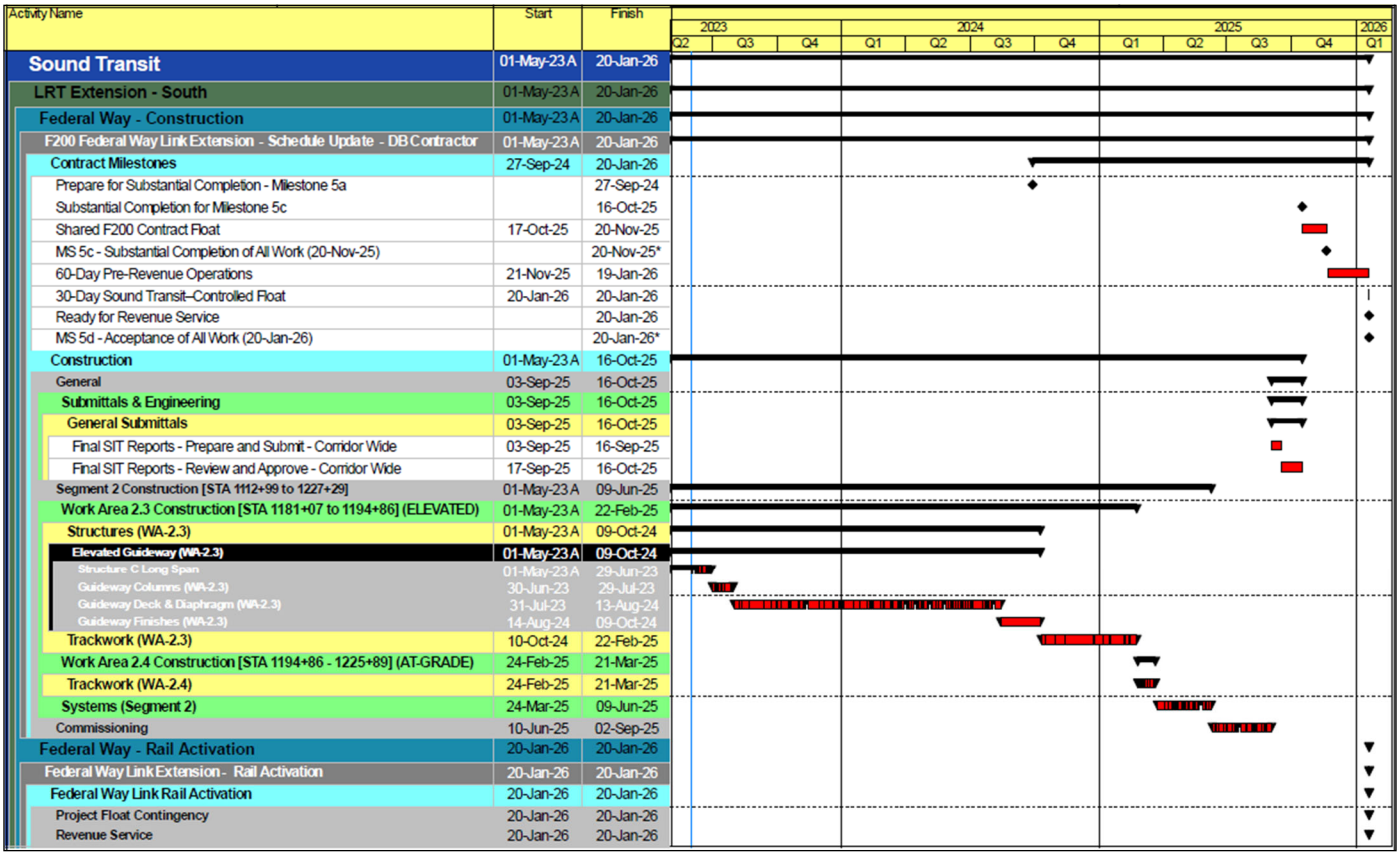
Sound Transit and the Design-Builder (DB) conducted several workshops in Q4 2022 to collaborate on how to best mitigate the impact of the Structure C delay. The DB continues to progress with drill shafts at pier C05 and C06 work. Drill shaft work is scheduled to be completed by Q3 2023.



Critical Path Analysis

The critical path to revenue service commences with drilled shafts at pier C06 and C05. Next, construction of the C05 flared column, pier table, mobilization of traveler, and construction of cast-in-place (CIP) segments can be done. The critical path continues with Structure C Long Span emergency railing and concludes with Segment 2 trackwork, OCS system construction, system integration testing, and pre-revenue operations.

Note: Str. C negotiations are underway for impacts that will influence a new Revenue Service Date.



Activity Name	Start	Finish
Sound Transit	01-May-23 A	20-Jan-26
LRT Extension - South	01-May-23 A	20-Jan-26
Federal Way - Construction	01-May-23 A	20-Jan-26
F200 Federal Way Link Extension - Schedule Update - DB Contractor	01-May-23 A	20-Jan-26
Contract Milestones	27-Sep-24	20-Jan-26
Prepare for Substantial Completion - Milestone 5a		27-Sep-24
Substantial Completion for Milestone 5c		16-Oct-25
Shared F200 Contract Float	17-Oct-25	20-Nov-25
MS 5c - Substantial Completion of All Work (20-Nov-25)		20-Nov-25*
60-Day Pre-Revenue Operations	21-Nov-25	19-Jan-26
30-Day Sound Transit–Controlled Float	20-Jan-26	20-Jan-26
Ready for Revenue Service		20-Jan-26
MS 5d - Acceptance of All Work (20-Jan-26)		20-Jan-26*
Construction	01-May-23 A	16-Oct-25
General	03-Sep-25	16-Oct-25
Submittals & Engineering	03-Sep-25	16-Oct-25
General Submittals	03-Sep-25	16-Oct-25
Final SIT Reports - Prepare and Submit - Corridor Wide	03-Sep-25	16-Sep-25
Final SIT Reports - Review and Approve - Corridor Wide	17-Sep-25	16-Oct-25
Segment 2 Construction [STA 1112+99 to 1227+29]	01-May-23 A	09-Jun-25
Work Area 2.3 Construction [STA 1181+07 to 1194+86] (ELEVATED)	01-May-23 A	22-Feb-25
Structures (WA-2.3)	01-May-23 A	09-Oct-24
Elevated Guideway (WA-2.3)	01-May-23 A	09-Oct-24
Structure C Long Span	01-May-23 A	29-Jun-23
Guideway Columns (WA-2.3)	30-Jun-23	29-Jul-23
Guideway Deck & Diaphragm (WA-2.3)	31-Jul-23	13-Aug-24
Guideway Finishes (WA-2.3)	14-Aug-24	09-Oct-24
Trackwork (WA-2.3)	10-Oct-24	22-Feb-25
Work Area 2.4 Construction [STA 1194+86 - 1225+89] (AT-GRADE)	24-Feb-25	21-Mar-25
Trackwork (WA-2.4)	24-Feb-25	21-Mar-25
Systems (Segment 2)	24-Mar-25	09-Jun-25
Commissioning	10-Jun-25	02-Sep-25
Federal Way - Rail Activation	20-Jan-26	20-Jan-26
Federal Way Link Extension - Rail Activation	20-Jan-26	20-Jan-26
Federal Way Link Rail Activation	20-Jan-26	20-Jan-26
Project Float Contingency	20-Jan-26	20-Jan-26
Revenue Service	20-Jan-26	20-Jan-26

Key Traffic Mitigation Activities

- 100% plan submittal in Bluebeam review.
- CCB meeting set for construction procurement authorization (6/13/2023).
- Zayo master agreement routing for signatures.
- 100% construction cost estimate received.
- Change order #5 was approved at CCB and CORA approved Design Services contract amendment.

Closely Monitored Activities

- F210 ROW acquisition:
  - 3 of 10 properties acquired.
  - 9 of 10 appraisals completed.
  - FL-910 appraisal due in July (specialty appraiser for gas station).
- City of Federal Way request to relocate stormwater line on SR-99.

Right-of-Way

The Right-of-Way effort for this project involves the acquisition of a range of property interests which includes compensable (e.g. fee acquisitions, guideway easements, permanent easements and temporary construction easements) and non-compensable rights (e.g. rights of entry). These acquisitions will result in owner and tenant residential and commercial relocations.

The Right-of-Way program status for this period is summarized in the following table.

Federal Way Link Extension Property Acquisition Status					
ACQUISITION				RELOCATION	
Total Acquisitions*	Board Approved*	Offers Made to date	Closings to date	Relocations Required	Relocations Completed to date
276	371	445	398	444	437

**All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.*

Total Acquisitions: Defined as parcels recognizing only land, not owners.

Board Approved: Based on parcels and properties (including multi-unit acquisitions).

Offers/Closings: Based on inclusive offers made to separate owners and interest holders.

Relocations: Based on number of affected individuals, in the case of FWLE 18 parcels added for traffic mitigation and 5 parcel added to board approved 4/1/2022.

Community Engagement

- Hosted Touch-a-truck event.
- Staffed Federal Way public School STEM Night.
- FWLE presentation to Chicago Transit Authority and alignment tour.
- Coordinated Temporary Construction Easement closure.
- Provided additional parking signage to Gateway Business Center for Marlene's and others.
- Corresponded with Camelot mobile park residents for additional hazardous trees identified.
- Issued flyers and met with stakeholders regarding College Way Access road.
- Issued flyers and met with stakeholders regarding 30th Ave roadway & sidewalk work.
- Attended Game of Life event at fundraiser event at Thomas Jefferson High School.
- Attended Federal Way Farmer's market May 18th.

Touch-A-Truck Event

Game of Life Fundraiser

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants, represented as a constant over the year. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The project team has updated the Planned FTE Monthly Average estimate for the year.

Overall, the project FTE is 4.2 less the staffing plan for this period. DBPM Services is higher than plan this period while addressing Design-Build contractor activities involving change management, minor design and major construction oversight that involves drilled shafts, guideway, parking garages, stations, utility work, and other civil work (including Structure C soil issues). ST staff is 7.2 under plan, however there are a few vacancies in the project that are in the process of being filled.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	46.8	39.6	7.2
Consultants	82.0	85.0	(3.0)
TOTAL	128.8	124.6	4.2
** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*			

Sound Transit Board Actions

Board Action	Description	Date
M2023-42	F200 Design Build Contract Contingency Increase	5/25/2023
M2023-43	Design Build Project Management Contingency Increase	5/25/2023

Construction Safety

Data/ Measure	May 2023	Year to Date	Project to Date
Recordable Injury/Illness Cases	1	3	17
Days Away From Work Cases	1	1	8
Total Days Away From Work	13	133	237
First Aid Cases	6	27	74
Reported Near Mishaps	0	2	15
Average Number of Employees on Worksite	447	-	-
Total # of Hours (GC & Subs)	90,597	480,514	2,249,183
OSHA Incident Rates	**Monthly Average**	**Year to Date**	**Project to Date**
Recordable Injury Rate	2.21	1.25	1.51
Lost Time Injury (LTI) Rate	2.21	0.42	0.71
Recordable National Average	***2.50***		
LTI National Average	***1.10***		
Recordable WA State Average	***4.40***		
LTI WA State Average	***2.00***		

Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. All previous months' numbers are reconciled and replaced with actuals.

Current Progress

Status at the close of May 2023, the baseline schedule confirmed completion: Contract total = 76.2%, Construction = 75.26%, and Design = 100%. Significant construction progress occurred on all segments in relation to: Guideway (track construction, systems duct bank, sub-ballast, superstructure and substructure). Construction progressed for KDM Station and Garage, Star Lake Station & Garage and Federal Way Downtown (FWD) garage, station, and End of Line Facility (EOL).TPSS and Signal House Fabrication and Procurement.

Design:

- DB Long Span design packages (Long Span Bridge; Retaining Walls) Issued for Construction.

Construction:

- Guideway substructure and superstructure construction completed (all Segments except 2.3): Structures A, B,C,D,E,F,G and Z are complete, finish and track work remain.

Details	Progress	Details	Progress	Details	Progress	Details	Progress	Details	Progress	Details	Progress
Drilled Shafts	100%	Columns	100%	Caps and Straddles	100%	Girder Erection	100%	Abutments	100%	Decks	100%

- Track: Corridor Wide: Direct fixed track – plinths = 72%, Sub Ballast = 37%, Ballast = 33%, Ties =33%, Slabs and Matts = 49%, Rails = 34%. Stressing Rail 18%.
- Ballasted Track: WA 1.2, 2.2, 2.4, 3.1 and 3.3. and DF Track: WA 1.1, 1.3, 3.4, 3.6 and 3.8.
- OCS Systems work: WA 1.2 Install Jumpers and cable pulls. WA 2.2 PSC installations, continuity, and ground resistance testing. WA 3.1 Testing and verification, OSC drilling. WA 3.5 OSC Shafts. WA 3.7 OSC Shafts.
- Noise wall, MSE wall, and CIP wall construction in work areas 1.2, 2.2, 2.3, 2.4, 3.1, 3.3, 3.5, 3.7 and 3.8.
- TPSS S02: Conduit installation and CMU perimeter wall construction. From enclosure and PSE energization 5/5.
- KDM Station (52.1% complete): KDM Garage (74.4% complete).
- Structure C: Tangent pile embankment CO5 and CO7. Cut walls construction CO5, CO6 and CO7. Secant piles and shaft rebar at CO5 and C06.
- Star Lake Station (25.77% complete): Extensive work on both East and West Platform and Plaza levels.
- Star Lake Garage (63.97% complete): Extensive work on both interior and exterior elements.
- FWD Station (43.9% complete) and FWD Garage modification (23.5% complete) continues.
- Milestone 3: Segment 1 OCS wire run installation, followed by testing and verification prior to TPSS S02 acceptance. TPSS S02 has been set and logistics of LRV storage is ongoing.

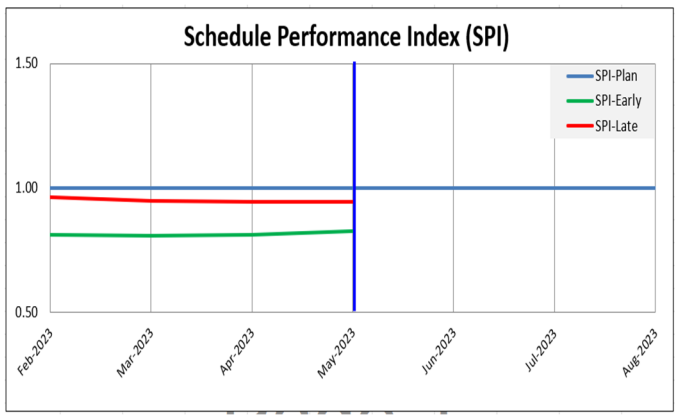
Station finishes underway at Star Lake Station and Garage

Structural steel and concrete complete at FW Station

Schedule Summary

The May 2023 F200 schedule is under review. Included in the F200 Design-Build schedule is the forecasted Structure C Long Span impact on the remaining contract milestones. Negotiations for this change was completed. Therefore, Milestones #3, #4, and #5 may change. All of the Issue For Construction (IFC) design packages have been completed. As-built documentation and other design support work will continue until the end of the project. Also, the DB continues to progress construction of elevated guideways, direct fixation and ballasted track, station and garages, CIP and MSE walls, utilities, roadways, OCS poles, and other system work.

Activity Name	Start	Finish
F200 Federal Way Link Extension - Schedule Update - DB Contra	01-Jun-19 A	20-Jan-26
Contract Milestones	07-Jun-19 A	20-Jan-26
Limited Notice to Proceed	07-Jun-19 A	
Contractual Notice to Proceed	28-Feb-20 A	
Notice to Proceed	04-May-20 A	
Issuance of Full Notice to Proceed (REC-01802, 07-Dec-2020)	07-Dec-20 A	
MS 1 - Civil Work in WSDOT ROW From S 208th Street to I-5 (Sta. L 2260+00) (VA-2) (01-Mar-22)		01-Mar-22 A
MS 2 - Civil Work in WSDOT ROW from Start of FWLE to S 208th Street (VA-1) (07-Nov-22)		04-Nov-22 A
MS 3 - LRV Early Storage (2,000 feet of Track) (01-Jan-24)		09-Aug-23*
MS 4a - Work in WSDOT ROW from Angle Lake Station to S 259th Place (VA-3) (01-Nov-23)		01-Nov-23*
MS 5a - Substantial Completion Work North of Structure C (05-Aug-24)		02-Aug-24*
MS 4b - Work in WSDOT ROW from S 259th Place to S 272nd Street (VA-3) (01-Nov-24)		21-Oct-24*
MS 5b - Substantial Completion Work South of Structure C (31-Dec-24)		18-Dec-24*
MS 5c - Substantial Completion of All Work (20-Nov-25)		20-Nov-25*
MS 5d - Acceptance of All Work (20-Jan-26)		20-Jan-26*
Design	07-Jun-19 A	30-Dec-24
Design Milestones	07-Jun-19 A	30-Dec-24
Corridor Wide	07-Jun-19 A	25-Aug-22 A
Design Packages - Kent Des Moines Segment 1	07-Jun-19 A	15-Jul-21 A
Design Packages - Star Lake Segment 2	07-Jun-19 A	30-Jun-23
Design Packages - Federal Way Transit Segment 3	07-Jun-19 A	09-Sep-22 A
Construction	01-Jun-19 A	09-Jan-26
General	01-Jun-19 A	18-Dec-25
Segment 1 Construction [STA 990+10 to 1112+99]	28-Jun-19 A	19-Sep-25
Segment 2 Construction [STA 1112+99 to 1227+29]	28-Jun-19 A	09-Jan-26
Segment 3 Construction [STA 1227+29 to 1401+87]	28-Jun-19 A	14-Aug-25
Commissioning	10-May-21 A	02-Sep-25
Provisional Sums	01-Dec-19 A	01-Aug-25
Change Orders	01-Jul-19 A	22-Nov-25



Schedule Performance Index

For the May reporting period, the Early SPI is 0.83 and Late SPI is 0.94 and is calculated based on the EV report this period which is still under review.

Kiewit performance this period continues to reflect slow progress due to several issues; Station and Garages and most notably Structure C differing site conditions that is driving the critical path.

Next Period's Activities

Design:

- No major design packages remain, all future design efforts will be managed through the NDC/FDC process.

Construction:

- Guideway superstructure construction is wrapping up, drainage, curb and finish work remains. Only Structure C remains.
- DF trackwork: WA 1.1 Structure A, WA 1.3- 2.1 structure B, WA 3.2 Structure D ,WA 3.4 Structure E, WA 3.6 Structure F, and WA 3.8 Structure G.
- Ballasted Trackwork WA 1.2, WA 2.2, WA 2.4 , WA 3.1, and WA 3.2.
- TPSS S02: Punchlist and CUM perimeter wall.
- TPSS S03: Install ground grid and testing.
- TPSS S05: Duct bank work and conduit installation.
- TPSS S07: Wall , rebar and duct bank work.
- KDM Garage: Extensive work on exterior and interior. Electrical installation and testing.
- KDM Station: Extensive work on station north and south plaza and platform levels. Testing and Commissioning effort.
- Midway landfill: wall work and track work.

Construction (*continued*):

- Structure C: CO7 Tangent embankment and cut walls, Permanent casing, form shaft and secant piles CO5, CO6. Column rebar.
- Star Lake Garage: Extensive work on both exterior and interior elements. Electrical and mechanical rough in.
- Star Lake Station: Extensive work on both plaza and platform levels.
- Star Lake Ancillary Building: Work on both interior and exterior elements.
- FWD Garage: PT deck, wall and column work.
- FWD Station: Extensive work on both North and South surface and platform levels. Plumbing and electrical installations.
- End of Line Facility: Work on both interior and exterior elements.
- Milestone 3: Trackwork at WA 1.3, SIT and SAT testing TPSS S02. OCS live wire test, MS3 LRV early storage 8/29/2023.

Closely Monitored Issues (F200)

- Structure C tangent pile anomalies (C-05-3A, C-05-2A, C-05-8A).
- KDM Platform evaluation (KDM Platform Elevation Station Platform Elevation).

Cost Summary

Present Financial Status	Amount
F200 Contractor– Kiewit Infrastructure West Co	
Original Contract Value	$1,285,200,000
Change Order Value	$175,620,731
Current Contract Value	$1,460,820,731
Total Actual Cost (Incurred to Date)	$1,047,446,632
Percent Complete	76.2%
Authorized Contingency + Add'l Ctg	$358,297,519
Contingency Drawdown	$175,620,731
*Contingency Index *Excludes ATC/NTD	1.6

Ballasted track and traction power pole installation started

Link Light Rail
Graham St Infill Station

Project Summary

Scope

This project adds a new at-grade light rail station to the existing 1 Line on Martin Luther King Jr Way S between S Graham St and S Morgan St in Seattle.

The project bridges the 1.5-mile gap between the existing Columbia City and Othello stations, and increases light rail access in the growing Hillman City, Brighton, New Holly, and Beacon Hill neighborhoods.

The project provides improvements to rider access, including improvements to pedestrian, bicycle, and bus facilities.

Phase

Planning

Budget

$2.9M through completion of Preliminary Engineering

Schedule

Target date: 2031

** This project is in development and project report will be updated quarterly effective June 2023.*

Map of Project Alignment

Key Project Activities

- Assembled project team and documented roles and responsibilities through project chartering.
- Prepared consultant procurement solicitation for Alternatives Analysis, Conceptual Engineering/Environmental Review, and an option for Preliminary Engineering services. Solicitation opened on May 1, 2023 and closed on May 26, 2023.

Project Cost Summary

The Graham St. Infill Station is voter-approved projects under the ST3 Plan. The Board of Directors announced their realignment decision in August 2021 which includes a target date of 2031.

Out of the total Authorized Project Allocation, the project is authorized and planned to incur approximately $1.7M in 2023 for coordinating alternative analysis, environmental review, conceptual engineering, project administration and stakeholder engagement.

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
Administration	$0.4	$0.1	$0.1	$0.4	$0.0
Preliminary Engineering	$2.3	$0.0	$0.0	$2.3	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$0.0	$0.0	$0.0	$0.0	$0.0
3rd Party Agreements	$0.1	$0.0	$0.0	$0.1	$0.0
Construction	$0.0	$0.0	$0.0	$0.0	$0.0
Light Rail Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$0.0	$0.0	$0.0	$0.0	$0.0
Total	**$2.9**	**$0.1**	**$0.1**	**$2.9**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

**The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.*

Link Light Rail
Hilltop Tacoma Link Extension

Project Summary

Scope

Limits City of Tacoma

Alignment The Hilltop Tacoma Link Extension (HTLE) project is a 2.4-mile extension of the existing Tacoma Link system from the Theater District in downtown Tacoma to the Hilltop neighborhood. The extension will travel at-grade along Stadium Way, North 1st Street, Division Avenue, and Martin Luther King Jr. Way (MLK).

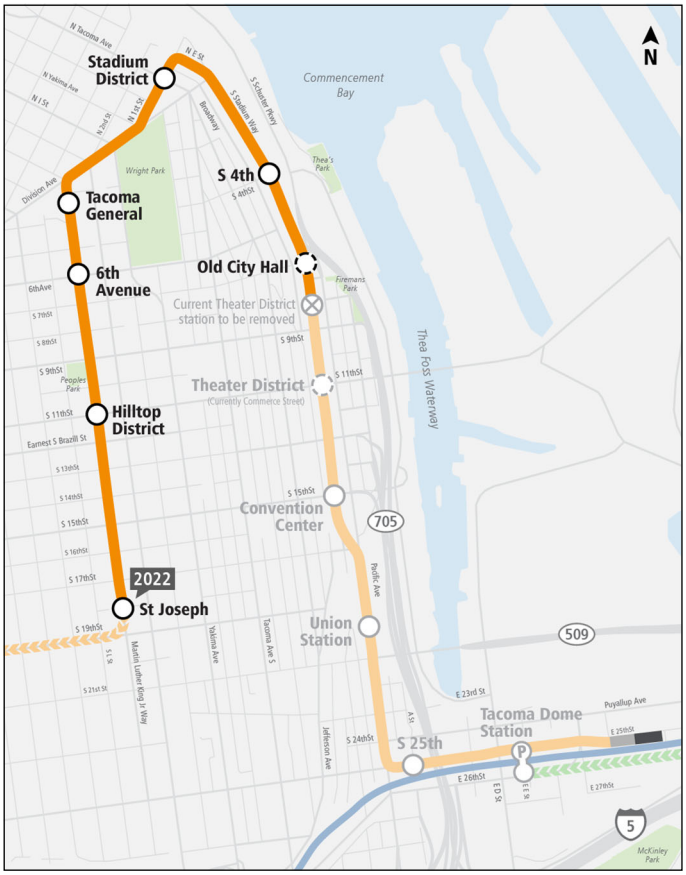
Stations Old City Hall, S. 4th, Stadium District, Tacoma General, 6th Avenue, Hilltop District, and St. Joseph.

Systems Expansion of the Operations and Maintenance Facility (OMF). The at-grade alignment will include additional signals, Overhead Catenary Systems (OCS), traction power, and communications infrastructure.

Phase Construction

Budget $282.7 Million (Increased February 2022)

Schedule Revenue Service: Under review



Map of Hilltop Tacoma Link Extension

Key Project Activities

Final Design: Design Consultant continued design services during construction.

Construction: The contractor is nearing completion of civil and systems work. Systems Integration Testing is underway.

- **All Headings:** Continued punch list work. Performed signal timing adjustments on the extension. Received signed Certificates of Occupancy from the City of Tacoma for all stations.
- **OMF:** MS#1 complete.
- **Testing and Commissioning:** Performed SIT 404 Train Tracking with passing results.

Closely Monitored Issues

- Staff continues to monitor LRV conditional acceptance timelines to support pre-revenue service.
- Staff continues to assist contractor planning and execution support efforts for agency integrated testing and required training.
- Staff continue to closely track critical and near critical schedule activities, implementing mitigations when necessary, to maintain Q3 2023 RSD.

Project Cost Summary

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

This period approximately $1.4M was incurred. The majority of the expenditures were for LRVs and Construction.

Cost Summary by Phase

Project Phase	Baseline Budget	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$28.9	$25.8	$25.6	$28.9	$0.0
Preliminary Engineering	$5.6	$5.6	$5.6	$5.6	$0.0
Final Design	$16.2	$16.0	$15.9	$16.2	$0.0
Construction Services	$16.7	$16.5	$15.6	$16.7	$0.0
Third Party Agreements	$1.4	$1.3	$1.0	$1.4	$0.0
Construction	$172.0	$164.6	$161.7	$172.0	$0.0
Vehicles	$40.1	$39.1	$35.3	$40.1	$0.0
ROW	$1.9	$1.9	$1.9	$1.9	$0.0
Contingency	$0.0	$0.0	$0.0	$0.0	$0.0
Total	**$282.7**	**$270.6**	**$262.6**	**$282.7**	**$0.0**

Cost Summary by SCC

SCC Element	Baseline Budget	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Adopted Budget vs. EFC
10 Guideway & Track	$32.9	$31.5	$31.0	$32.9	$0.0
20 Stations	$3.7	$3.5	$3.5	$3.7	$0.0
30 Support Facilities	$43.7	$41.8	$41.1	$43.7	$0.0
40 Sitework & Special Conditions	$54.9	$52.6	$51.7	$55.0	$0.1
50 Systems	$36.7	$35.1	$34.5	$36.7	$0.0
Construction Subtotal (10 - 50)	**$171.9**	**$164.6**	**$161.7**	**$172.0**	**-$0.1**
60 ROW, Land	$1.8	$1.9	$1.9	$1.9	$0.2
60 Vehicles	$39.8	$39.1	$35.3	$40.1	$0.3
80 Professional Services	$67.4	$65.1	$63.6	$68.8	$1.4
90 Unallocated Contingency	$2.0	$0.0	$0.0	$0.0	-$2.0
Total (10 - 90)	**$282.7**	**$270.6**	**$262.6**	**$282.7**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Contingency Management

The project was baselined in September 2017 with a total contingency of $33.8M. Since baselining, there were drawdowns on AC and UAC for Tacoma LRV, T100 construction, Design Services During Construction and Construction Management services contracts. The baseline contingency levels were insufficient and required an additional $35.4M which was approved by the ST Board in June 2020. A further $30M was approved by the ST Board in February 2022.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. DA is at $0, as a result of completion of Final Design.

Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. This period the AC decreased by approximately $0.5M due to change orders on the T100 contract.

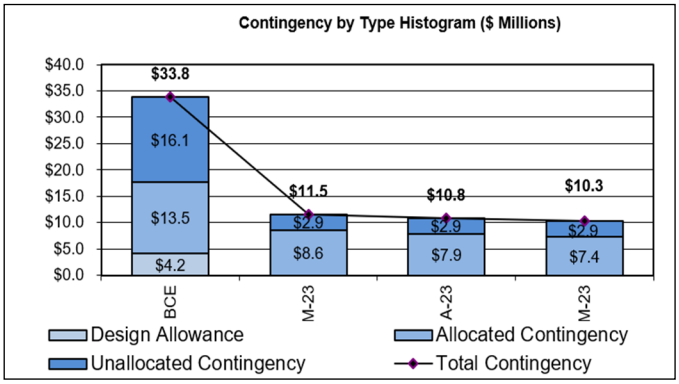
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. The UAC balance was unchanged this period.

Contingency Status (Monthly)

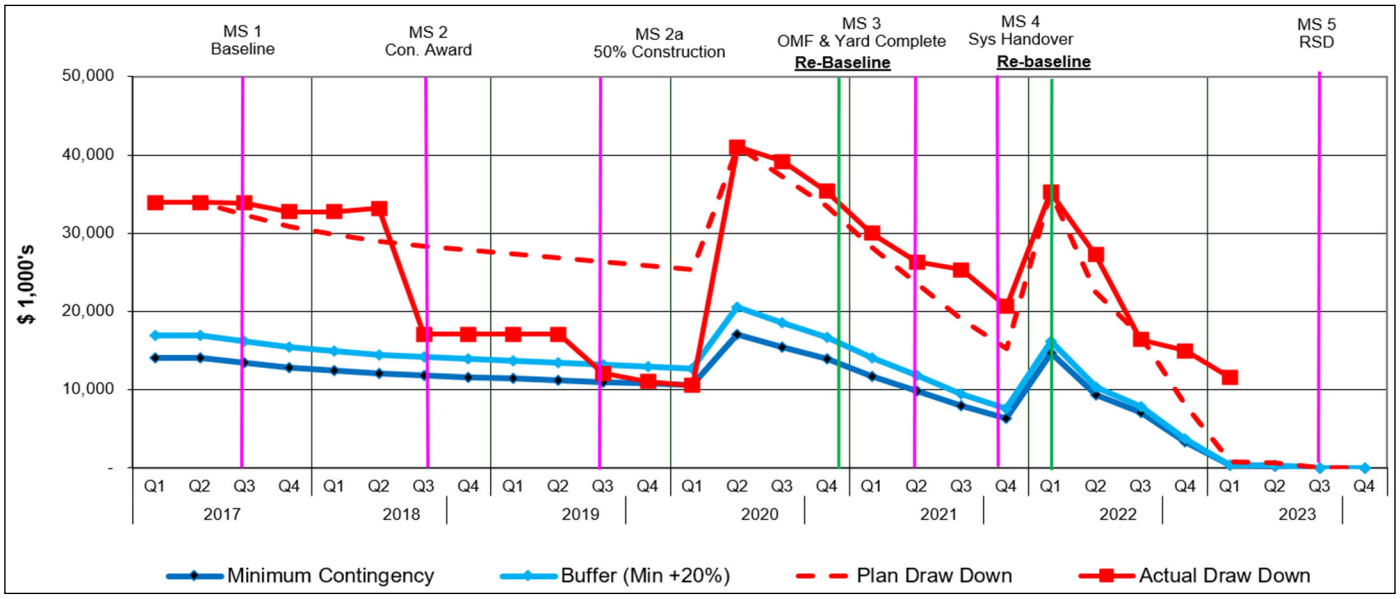
Type	Baseline		Re-Baseline	
	Amount	% of Total	Amount	% of Total
Design Allowance	$4.2	2.2%	$0.0	0.0%
Allocated Contingency	$13.5	6.8%	$7.4	36.5%
Unallocated Contingency	$16.1	8.2%	$2.9	14.4%
Total	**$33.8**	**17.2%**	**$10.3**	**51.0%**

Table figures are shown in millions.

Contingency by Type ($ Millions)



Contingency Drawdown (Quarterly)



Contingency Drawdown as of March 2023

Risk Management

The following are the top project wide risks:

- The T100 contractor may submit a cumulative impact claim that exceeds available budget.
- LRV manufacturer may not submit completed documentation on time and thereby delay conditional acceptance of vehicles.
- Warranty spare parts may not be provided, reducing the availability of capital spares and increasing the likelihood that cars would be taken out of service.
- Garbled radio messages throughout alignment may delay commencement of simulated service.
- Lack of detail in T100 construction schedule may impede adequate resource planning for rail activation, safety certification, System Integration Testing (SIT) and vehicle testing and commissioning.

Station Signage at 6th Ave.

Project Schedule

The project completion schedule was updated through the end of May 2023 and remains 99% percent physically complete.

Revenue Service: Current forecast indicates revenue service in Q3 2023. Exact details of RSD will be identified at Readiness Review Meeting #3 scheduled for July 25, 2023.

BEC LRV: The car builder continues work on FMIs required for conditional acceptance.

T100: The contractor's May 2023 CPM schedule has not been reviewed. April 2023 CPM is being used for planning purposes Sound Transit estimates T100 substantial completion (MS#2) in June 2023.

System Integration Testing:

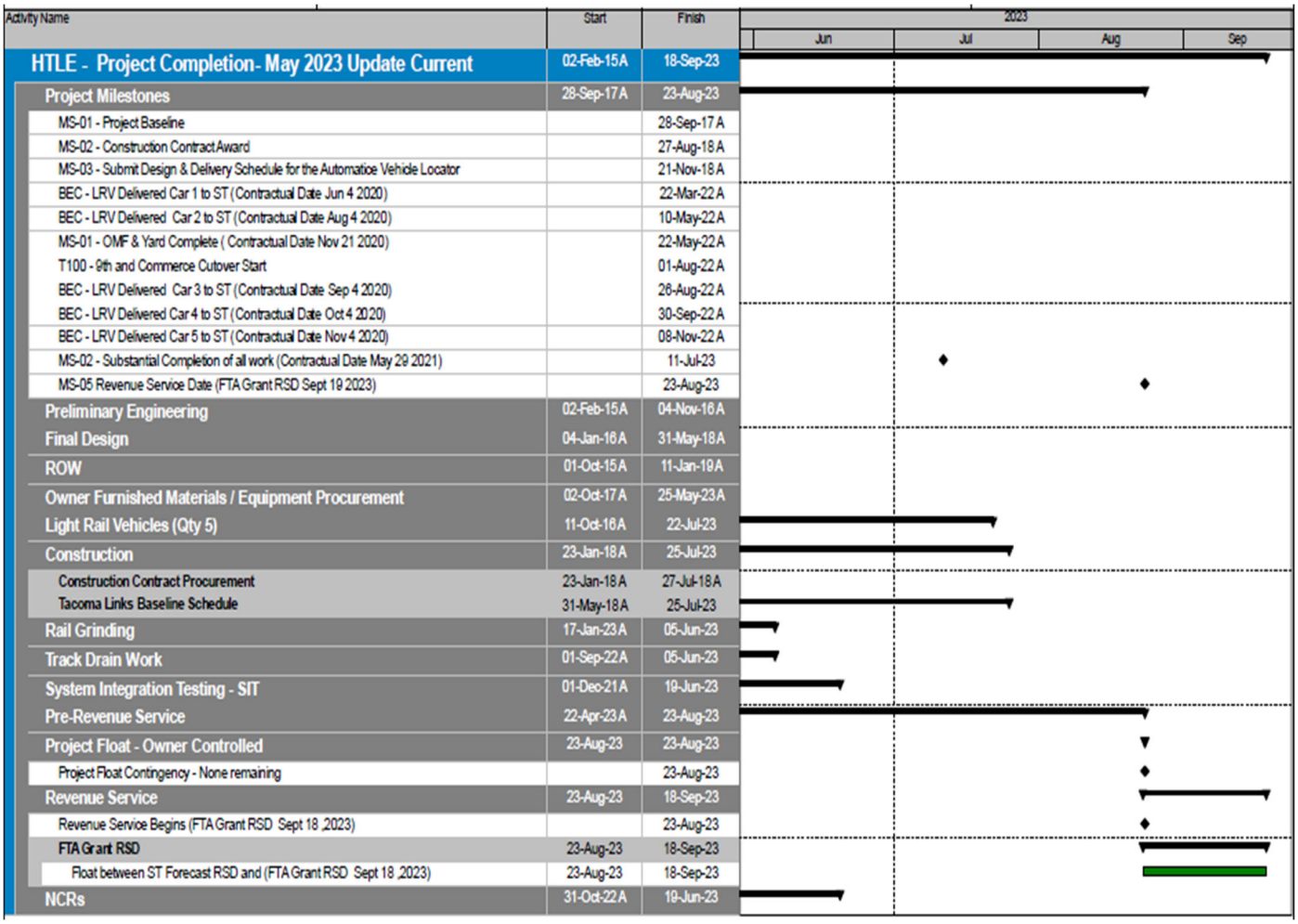
Executed SIT 407 Wayside Signage and Markers on both SKODA and BEC LRVs.

Executed SIT 404b Train Tracking (EMTRAC ITS/AVL) on both SKODA and BEC LRVs.

Rail Activation: The rail activation schedule includes safety certification activities, maintenance training and Operations familiarization, and qualifications and certifications required for the start of pre-revenue service.

ST Safety and Security completed Audit Profiles 3000 (Construction Conformance) and 4000 (Integrated and Pre-Operational Testing).

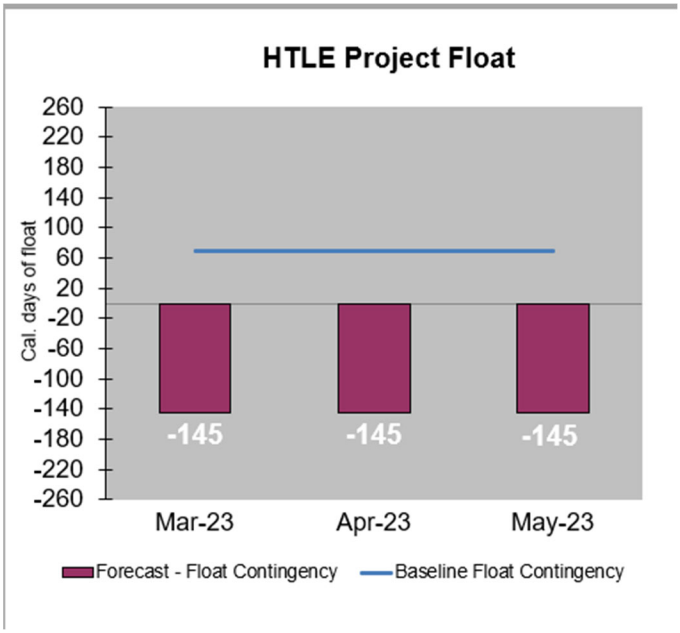
Quantitative Risk Analysis (QRA) The last risk review meeting held on May 30, 2023.


Activity Name
Start
Finish
2023
Jun
Jul
Aug
Sep
HTLE - Project Completion- May 2023 Update Current 02-Feb-15 A 18-Sep-23
Project Milestones 28-Sep-17 A 23-Aug-23
MS-01 - Project Baseline 28-Sep-17 A
MS-02 - Construction Contract Award 27-Aug-18 A
MS-03 - Submit Design & Delivery Schedule for the Automatice Vehicle Locator 21-Nov-18 A
BEC - LRV Delivered Car 1 to ST (Contractual Date Jun 4 2020) 22-Mar-22 A
BEC - LRV Delivered Car 2 to ST (Contractual Date Aug 4 2020) 10-May-22 A
MS-01 - OMF & Yard Complete (Contractual Date Nov 21 2020) 22-May-22 A
T100 - 9th and Commerce Cutover Start 01-Aug-22 A
BEC - LRV Delivered Car 3 to ST (Contractual Date Sep 4 2020) 26-Aug-22 A
BEC - LRV Delivered Car 4 to ST (Contractual Date Oct 4 2020) 30-Sep-22 A
BEC - LRV Delivered Car 5 to ST (Contractual Date Nov 4 2020) 08-Nov-22 A
MS-02 - Substantial Completion of all work (Contractual Date May 29 2021) 11-Jul-23
MS-05 Revenue Service Date (FTA Grant RSD Sept 19 2023) 23-Aug-23
Preliminary Engineering 02-Feb-15 A 04-Nov-16 A
Final Design 04-Jan-16 A 31-May-18 A
ROW 01-Oct-15 A 11-Jan-19 A
Owner Furnished Materials / Equipment Procurement 02-Oct-17 A 25-May-23 A
Light Rail Vehicles (Qty 5) 11-Oct-16 A 22-Jul-23
Construction 23-Jan-18 A 25-Jul-23
Construction Contract Procurement 23-Jan-18 A 27-Jul-18 A
Tacoma Links Baseline Schedule 31-May-18 A 25-Jul-23
Rail Grinding 17-Jan-23 A 05-Jun-23
Track Drain Work 01-Sep-22 A 05-Jun-23
System Integration Testing - SIT 01-Dec-21 A 19-Jun-23
Pre-Revenue Service 22-Apr-23 A 23-Aug-23
Project Float - Owner Controlled 23-Aug-23 23-Aug-23
Project Float Contingency - None remaining 23-Aug-23
Revenue Service 23-Aug-23 18-Sep-23
Revenue Service Begins (FTA Grant RSD Sept 18 ,2023) 23-Aug-23
FTA Grant RSD 23-Aug-23 18-Sep-23
Float between ST Forecast RSD and (FTA Grant RSD Sept 18 ,2023) 23-Aug-23 18-Sep-23
NCRs 31-Oct-22 A 19-Jun-23

Project Float

There is zero float remaining on the project necessitating the need to revise RSD. Staff continues to forecast an RSD to occur between late August and early September 2023.

The May 2023 update indicates four out the five cars required for simulated service of the LRVS are forecasted to be pre-conditionally accepted following State Safety Oversight concurrence. For LRVs 1-4, this is scheduled to occur no later June 30, 2023, which allows for the start of simulated (pre-revenue) service.



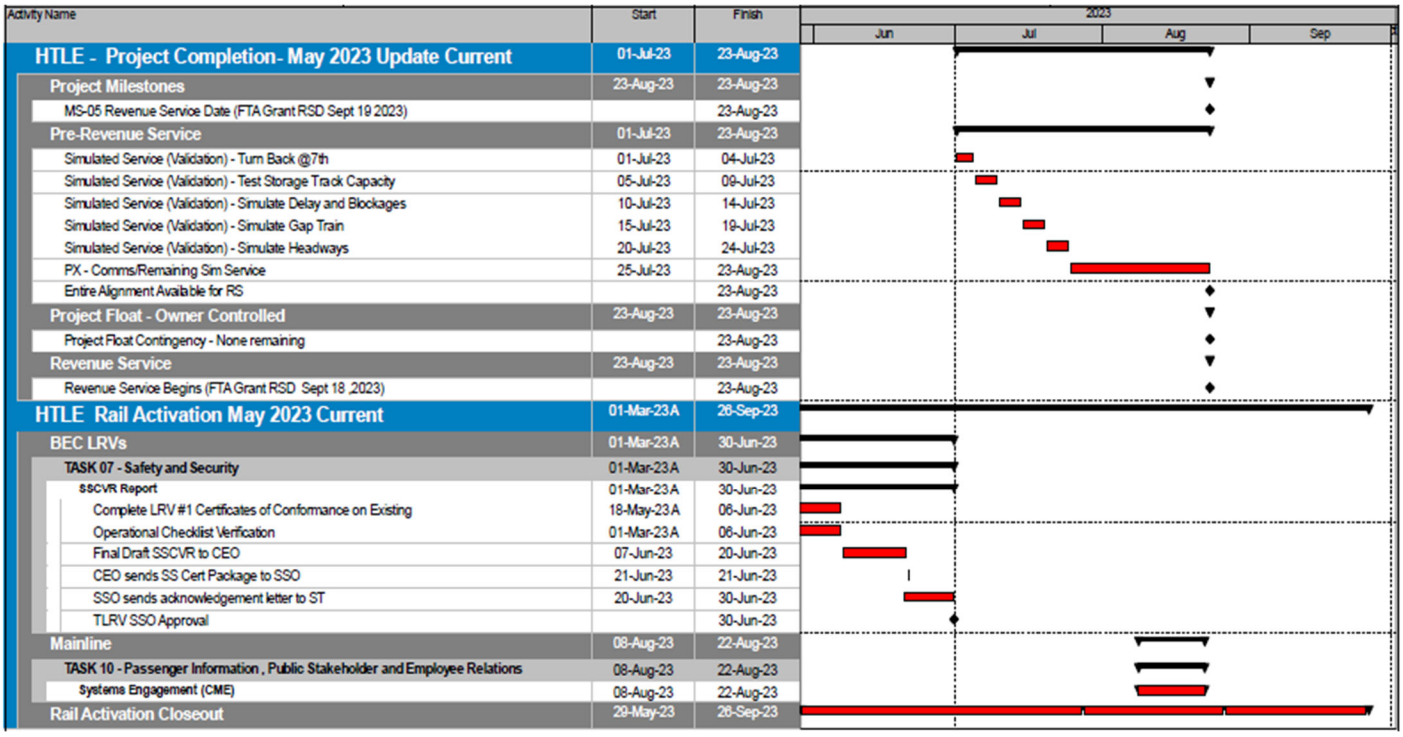
Critical Path Analysis

The project completion schedule contains multiple critical paths.

The main critical path pertains to LRV #1 burn-in testing and pre-conditional acceptance of LRVs 1-4 required for the start of simulated service and approved SSO Certification of Conformance for the start of simulated service.

The near critical path is the completion of final System Integration Tests, safety certification, and maintenance training required to start simulated service.

Impacts to any of the above will impact the start of pre-revenue and revenue service activities.


Activity Name
Start
Finish
2023
Jun
Jul
Aug
Sep
HTLE - Project Completion- May 2023 Update Current 01-Jul-23 23-Aug-23
Project Milestones 23-Aug-23 23-Aug-23
MS-05 Revenue Service Date (FTA Grant RSD Sept 19 2023) 23-Aug-23
Pre-Revenue Service 01-Jul-23 23-Aug-23
Simulated Service (Validation) - Turn Back @7th 01-Jul-23 04-Jul-23
Simulated Service (Validation) - Test Storage Track Capacity 05-Jul-23 09-Jul-23
Simulated Service (Validation) - Simulate Delay and Blockages 10-Jul-23 14-Jul-23
Simulated Service (Validation) - Simulate Gap Train 15-Jul-23 19-Jul-23
Simulated Service (Validation) - Simulate Headways 20-Jul-23 24-Jul-23
PX - Comms/Remaining Sim Service 25-Jul-23 23-Aug-23
Entire Alignment Available for RS 23-Aug-23
Project Float - Owner Controlled 23-Aug-23 23-Aug-23
Project Float Contingency - None remaining 23-Aug-23
Revenue Service 23-Aug-23 23-Aug-23
Revenue Service Begins (FTA Grant RSD Sept 18 ,2023) 23-Aug-23
HTLE Rail Activation May 2023 Current 01-Mar-23A 26-Sep-23
BEC LRVs 01-Mar-23A 30-Jun-23
TASK 07 - Safety and Security 01-Mar-23A 30-Jun-23
SSCVR Report 01-Mar-23A 30-Jun-23
Complete LRV #1 Certificates of Conformance on Existing 18-May-23A 06-Jun-23
Operational Checklist Verification 01-Mar-23A 06-Jun-23
Final Draft SSCVR to CEO 07-Jun-23 20-Jun-23
CEO sends SS Cert Package to SSO 21-Jun-23 21-Jun-23
SSO sends acknowledgement letter to ST 20-Jun-23 30-Jun-23
TLRV SSO Approval 30-Jun-23
Mainline 08-Aug-23 22-Aug-23
TASK 10 - Passenger Information , Public Stakeholder and Employee Relations 08-Aug-23 22-Aug-23
Systems Engagement (CME) 08-Aug-23 22-Aug-23
Rail Activation Closeout 29-May-23 26-Sep-23

Community Engagement

- Sent regular construction traffic control updates to the HTLE email list, HTLE Facebook page and stakeholder email list.
- Provided a project update at the Hilltop Business Association at their regular monthly meeting.
- Provided a project update to the City of Tacoma's Links to Opportunity project staff.
- Held T Line Safety Exercise on April 22nd and distributed notification to surrounding properties.
- Sent letter to the City of Tacoma regarding T line interruptions due to events, fairs and festivals.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

ST staff variance reflects additional staff required due to adjusted RSD. ST will monitor project needs and adjust FTE levels as needed. Consultant FTEs are higher than planned as the yearly plan forecasts reductions in future months.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	11.0	12.4	(1.4)
Consultants	9.7	16.5	(6.8)
TOTAL	20.7	28.9	(8.2)

* *An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
	No Action this period	

Construction Safety

Data/ Measure	*May 2023*	*Year to Date*	*Project to Date*
Recordable Injury/Illness Cases	0	0	15
Days Away From Work Cases	0	0	1
Total Days Away From Work	0	0	0
First Aid Cases	0	0	27
Reported Near Mishaps	0	0	70
Average Number of Employees on Worksite	5	-	-
Total # of Hours (GC & Subs)	576	21,098	479,617
OSHA Incident Rates	***Month***	***Year to Date***	***Project to Date***
Recordable Injury Rate	0.00	0.00	6.25
Lost Time Injury (LTI) Rate	0.00	0.00	0.42
Recordable National Average	***2.50***		
LTI National Average	***1.10***		
Recordable WA State Average	***4.40***		
LTI WA State Average	***2.00***		

Note: Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. All previous months' numbers are reconciled and replaced with actuals.

Contract T100 — Hilltop Tacoma Link Extension

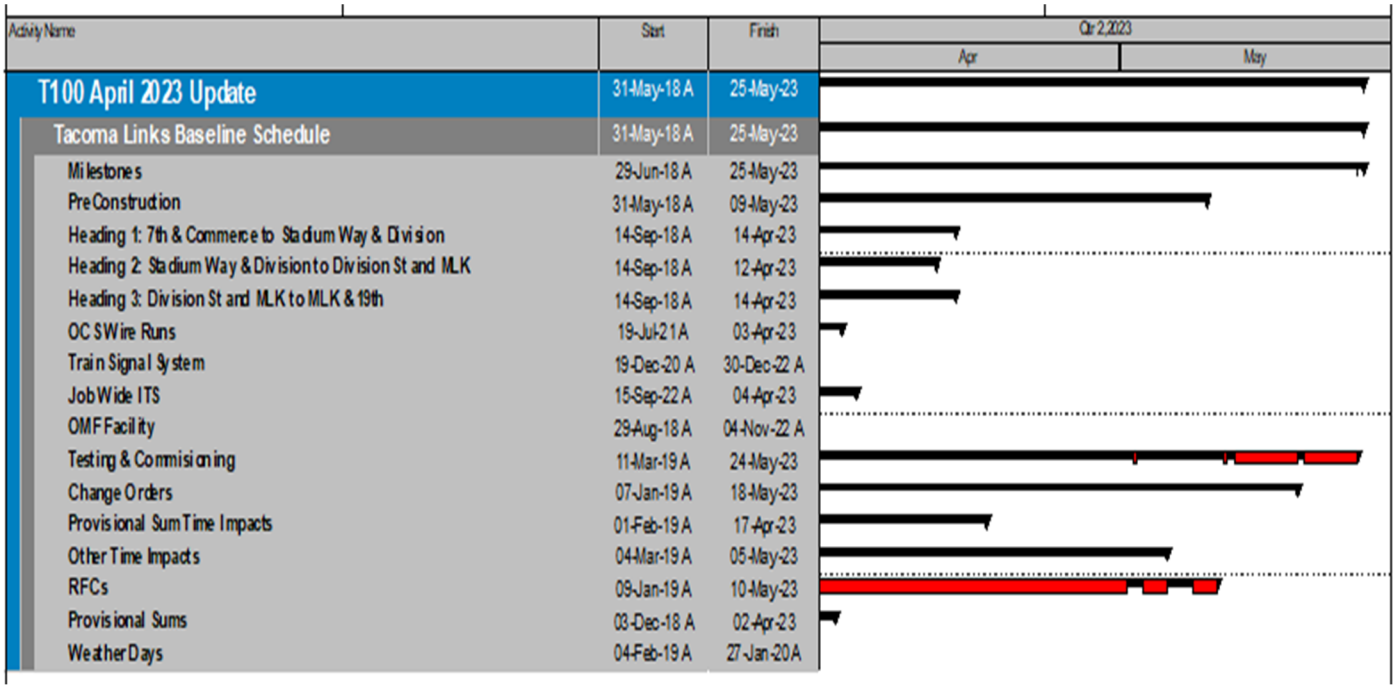
Current Progress

- **All Headings:** Continue punch list corrections and final channelization.
- **General:** Continue testing and commissioning of main alignment.

Schedule Summary

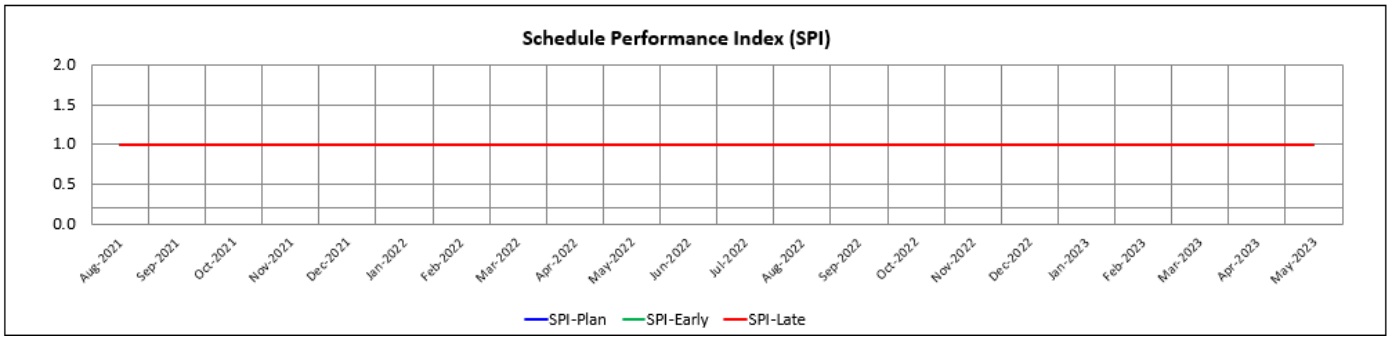
The T100 May 2023 CPM schedule is under review. The contractor reports Milestone #2 Substantial Completion in late May 2023 but ST believes that it will occur in late June 2023 due to incomplete system integration testing and submittal of required test reports following completion of testing.

The contractor's schedule includes remaining punch list items which do not affect completion of Milestone #2 Substantial Completion or the start of pre-revenue service. Punch list work is required to be complete prior to final acceptance.


Activity Name
Start
Finish
Qtr 2,2023
Apr
May
T100 April 2023 Update 31-May-18 A 25-May-23
Tacoma Links Baseline Schedule 31-May-18 A 25-May-23
Milestones 29-Jun-18 A 25-May-23
Pre Construction 31-May-18 A 09-May-23
Heading 1: 7th & Commerce to Stadium Way & Division 14-Sep-18 A 14-Apr-23
Heading 2: Stadium Way & Division to Division St and MLK 14-Sep-18 A 12-Apr-23
Heading 3: Division St and MLK to MLK & 19th 14-Sep-18 A 14-Apr-23
OC SWire Runs 19-Jul-21 A 03-Apr-23
Train Signal System 19-Dec-20 A 30-Dec-22 A
Job Wide ITS 15-Sep-22 A 04-Apr-23
OMF Facility 29-Aug-18 A 04-Nov-22 A
Testing & Commisioning 11-Mar-19 A 24-May-23
Change Orders 07-Jan-19 A 18-May-23
Provisional Sum Time Impacts 01-Feb-19 A 17-Apr-23
Other Time Impacts 04-Mar-19 A 05-May-23
RFCs 09-Jan-19 A 10-May-23
Provisional Sums 03-Dec-18 A 02-Apr-23
Weather Days 04-Feb-19 A 27-Jan-20 A

Schedule Performance Index

This period the early SPI and late SPI were 1.0 which is consistent with last month. The SPI shown is relative to the project baseline and does not incorporate executed change orders and time extensions. The contractor needs to reforecast executed changes, upon receiving and acceptance, ST will incorporate the updated data into the SPI and report accordingly. Until such time, Early SPI will remain at 1.0.



Next Period's Activities

- **All Headings**: Punch list corrections.
- **General:** Continue remaining Systems Integration Testing.

Closely Monitored Issues

- ST continues to monitor timeline of conditional acceptance of LRVs to support start of pre-revenue service.
- Uncertainty regarding schedule for remaining contract required training may delay the start of simulated service.

Cost Summary

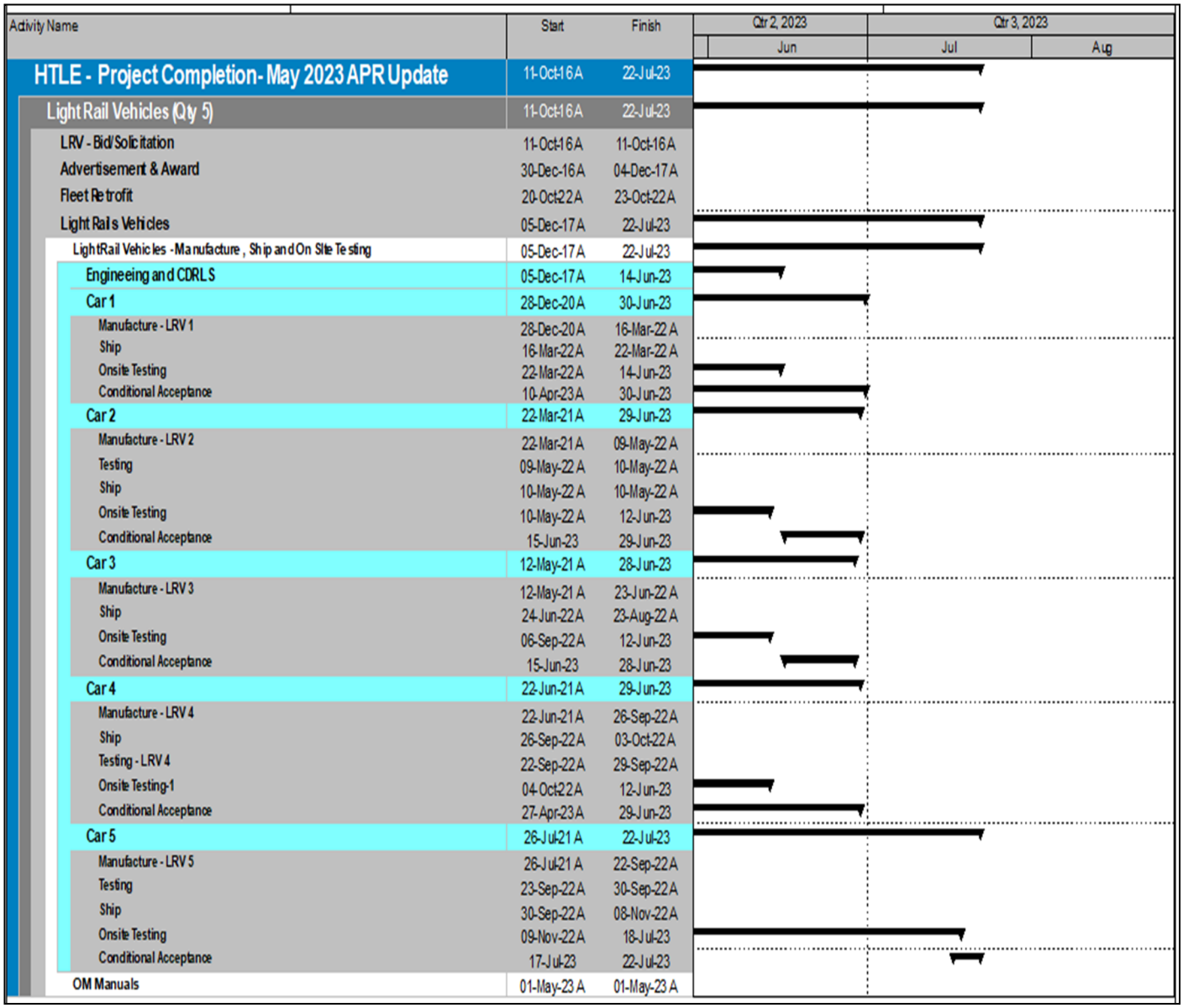
Present Financial Status	Amount
T100 Contractor— Walsh Construction Company	
Original Contract Value	$108,295,000
Change Order Value	$34,161,887
Current Contract Value	$142,456,887
Total Actual Cost (Incurred to Date)	$141,114,891
Percent Complete	99%
Authorized Contingency	$40,114,750
Contingency Drawdown	$34,161,887
Contingency Index (CI = % Complete/% Ctg Spent)	1.16

Paving North I Street

Contract RTA/RP 0014-16 — Tacoma Link Light Rail Vehicle (LRV) Procurement

Current Forecasted Progress as of May 01, 2023

- LRV #1: Conditional acceptance forecasted for June 30, 2023.
- LRV #2: Conditional acceptance forecasted for June 29, 2023.
- LRV #3: Conditional acceptance forecasted for June 28, 2023.
- LRV #4: Conditional acceptance forecasted for June 29, 2023.
- LRV #5: Conditional acceptance forecasted for July 22, 2023.



Activity Name	Start	Finish
HTLE - Project Completion- May 2023 APR Update	11-Oct-16 A	22-Jul-23
Light Rail Vehicles (Qty 5)	11-Oct-16 A	22-Jul-23
LRV - Bid/Solicitation	11-Oct-16 A	11-Oct-16 A
Advertisement & Award	30-Dec-16 A	04-Dec-17 A
Fleet Retrofit	20-Oct-22 A	23-Oct-22 A
Light Rail Vehicles	05-Dec-17 A	22-Jul-23
LightRail Vehicles - Manufacture , Ship and On Site Testing	05-Dec-17 A	22-Jul-23
Engineering and CDRLS	05-Dec-17 A	14-Jun-23
Car 1	28-Dec-20 A	30-Jun-23
Manufacture - LRV 1	28-Dec-20 A	16-Mar-22 A
Ship	16-Mar-22 A	22-Mar-22 A
Onsite Testing	22-Mar-22 A	14-Jun-23
Conditional Acceptance	10-Apr-23 A	30-Jun-23
Car 2	22-Mar-21 A	29-Jun-23
Manufacture - LRV 2	22-Mar-21 A	09-May-22 A
Testing	09-May-22 A	10-May-22 A
Ship	10-May-22 A	10-May-22 A
Onsite Testing	10-May-22 A	12-Jun-23
Conditional Acceptance	15-Jun-23	29-Jun-23
Car 3	12-May-21 A	28-Jun-23
Manufacture - LRV 3	12-May-21 A	23-Jun-22 A
Ship	24-Jun-22 A	23-Aug-22 A
Onsite Testing	06-Sep-22 A	12-Jun-23
Conditional Acceptance	15-Jun-23	28-Jun-23
Car 4	22-Jun-21 A	29-Jun-23
Manufacture - LRV 4	22-Jun-21 A	26-Sep-22 A
Ship	26-Sep-22 A	03-Oct-22 A
Testing - LRV 4	22-Sep-22 A	29-Sep-22 A
Onsite Testing-1	04-Oct-22 A	12-Jun-23
Conditional Acceptance	27-Apr-23 A	29-Jun-23
Car 5	26-Jul-21 A	22-Jul-23
Manufacture - LRV 5	26-Jul-21 A	22-Sep-22 A
Testing	23-Sep-22 A	30-Sep-22 A
Ship	30-Sep-22 A	08-Nov-22 A
Onsite Testing	09-Nov-22 A	18-Jul-23
Conditional Acceptance	17-Jul-23	22-Jul-23
OM Manuals	01-May-23 A	01-May-23 A

Link Light Rail
Light Rail Vehicle Fleet Expansion

Project Summary

Scope Design, manufacturing, assembly, inspection, testing and delivery of 152 low floor light rail vehicles for service requirements of Northgate, East Link and Lynnwood Link, Federal Way and Downtown Redmond Extensions.

Phase Manufacturing, delivering, testing &

Budget $740.7 Million (Baseline September 2015; Amended April 2017)

Schedule Baseline Project Completion: Q3 2024

Conditional Accepted Siemens light rail vehicle placed into service

Key Project Activities

- Continued LRV deliveries to ST's Operations and Maintenance Facilities – one LRV was delivered this month.
- Continued Conditional Acceptance (CA) activities on delivered LRVs at ST's OMF – three LRVs were CA this month.
- Continued transport of LRVs by truck between OMF East in Bellevue and OMF Central in Seattle as a mitigation measure to maintain acceptance testing progress out of OMF Central and to prepare for East Link Extension pre-revenue service — three Series 2 LRVs transferred to OMF Central for commissioning & three CA'ed Series 2 LRVs transferred to OMF East this month.
- Continued final assembly and car shell fabrication in Sacramento Facilities – currently there are 22 cars at various stages of final assembly and car shells.

Closely Monitored Issues

- Ten fleet defects have been declared; the commissioning team efforts in responding to defects is contributing to delay in Conditional Acceptance (CA) of additional LRVs. ST is working closely with Siemens to resolve and provide vehicle maintenance support.
- OMF Central Yard LRV storage capacity continues to be an issue that may affect recovery schedule, preventive maintenance or spares available to support peak service. Siemens' LRVs delivery and onsite Series 1 LRV transportation between OMF East and OMF Central is continuously managed and monitored.
- Manufacturer continued reporting supply chain interruptions impacting implementation of field modification instructions. Weekly meeting with Siemens to monitor progress.
- Coordination and scheduling of Automatic Train Protection (ATP) retrofit on Series 1 LRVs is more challenging than anticipated.
- 100% capital spare parts that do not require Field Modification Instruction (FMI) continue targeted to complete delivery by September 2023. ST and Siemens continue working on getting a realistic completion delivery schedule/plan for all remaining spare parts that require FMI updates.

Project Cost Summary

The LRV Fleet Expansion Project has an approved baseline budget of $740.7M. The project cost is summarized into two cost tables. The first table is in accordance with Sound Transit's Work Breakdown Structure (WBS) displaying the cost summary by phase. The second table summarizes project cost by SCC, in accordance to the FTA Standard Cost Categories (SCC) format. Both tables show figures in millions.

The project total expenditure incurred to date is approximately $517.9M to which a majority of the cost are attributed to the vehicles phase of $496.2M. The current period expenditure is $4.0M, cost attributable to the LRV manufacturing and to engineering, inspection and administrative efforts.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$10.8	$10.8	$7.9	$7.7	$10.8	$0.0
Construction Services	$17.8	$17.8	$15.1	$13.9	$17.8	$0.0
Vehicles	$712.1	$712.1	$667.8	$496.3	$712.1	$0.0
Total	**$740.7**	**$740.7**	**$690.9**	**$517.9**	**$740.7**	**$0.0**

Cost Summary by SCC

SCC Elements	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Construction Subtotal (SCC 10 - 50)	**$0.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**
60 ROW, Land, Existing Improvements	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
70 Vehicles	$705.2	$705.2	$673.5	$500.7	$705.1	$0.0
80 Professional Services	$24.3	$24.4	$17.3	$17.2	$24.4	$0.0
90 Contingency	$11.3	$11.2	$0.0	$0.0	$11.2	$0.0
Capital Total (SCC 10 - 90)	**$740.7**	**$740.7**	**$690.9**	**$517.9**	**$740.7**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Risk Management

The following are the top project risks:

- Competing demands for extension project simulated services, Systems Integration Testing (SIT) and upcoming revenue service preparation reduces the availability of operation labor and vehicle maintenance personnel in supporting Series 2 LRV commissioning.
- Series 1 LRV ATP retrofit schedule has substantial impact on commissioning of the 81st Series 2 LRV and forward.
- Delay in East Link rail access between OMF Central and OMF East results in cost and schedule inefficiency.
- Receiving LRVs at both OMF Central and OMF East create cost inefficiency (now require two teams in two locations to support commissioning activity) and increased risk of double handling of LRV, as not all testing and commissioning activities can be performed at OMF East currently.
- War in Ukraine and COVID-19 remains a fluid situation, monitoring reported disruption to manufacturer's supply chain and assembly plant.
- The rate of Conditional Acceptance of Series 2 LRVs is sensitive to impacts from the risks described above. Any major strain imposed by these factors could affect the rate of Conditional Acceptance and potentially impact pre-revenue service start dates of Link extension projects.

Contingency Management

The project's budget was baselined in September 2015 and amended in April 2017 to exercise the option LRV and contained a total of $78.0M of Total Contingency. During last period, there was one tiny change in contingency. The project's Total Contingency balance is $48.5M or approximately 21.8% of remaining work in the project.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. This project contains $0 design allowance.

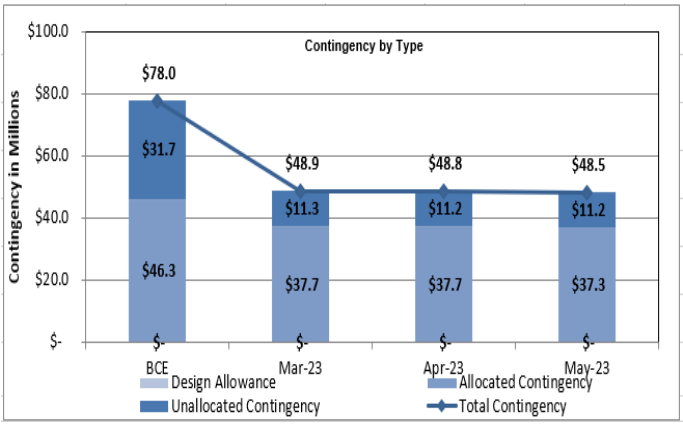
Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. The project baseline's allocated contingency was $46.3M. The allocated contingency balance remained at $37.3M.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. The UAC of $500K was transferred to shore up various budget deplete scope during the annual 2023 budgetary process. UAC balance is now at $11.2M.

Contingency Status (Monthly)

Contingency Status	Baseline		Current	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	$ 0.0	0.0%	$ 0.0	0.0%
Allocated Contingency	$46.3	6.3%	$37.3	16.8%
Unallocated Contingency	$31.7	4.3%	$11.2	5.0%
Total	**$78.0**	**10.7%**	**$48.5**	**21.8%**

Contingency by Type



Project Schedule

Percent complete of the contract payment milestones is calculated at 73.9%.

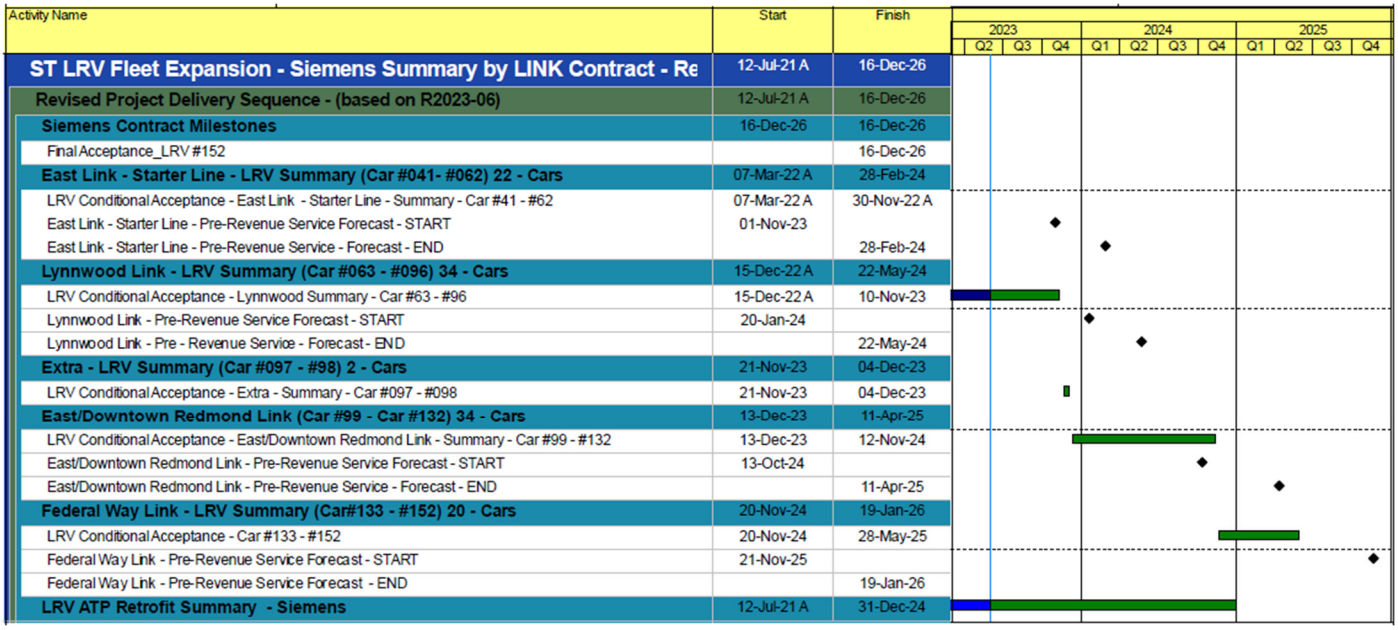
The schedule below is a summary schedule identifying the factory testing, delivery and conditional acceptance testing of Light Rail Vehicles for each project as reported from Siemens' monthly schedule update. The LRV manufacturer (Siemens) has delivered 112 cars of which 80 cars were Conditionally Accepted. In addition, there are 22 cars fully assembled at Siemens' storage yard in Sacramento and many car shells in various stages of production and assembly. Final Acceptance of the contract is projected for Dec 16, 2026.

Sound Transit and Siemens anticipate that all the 152 LRVs will have been delivered, commissioned and conditionally accepted by May 2025, which may impact the start of revenue service for each line extension, as was the case with Northgate Link, Mitigation measures for managing simulated service during pre-revenue may need to be identified and implemented. The interface is monitored closely.

Lastly, ATP retrofit schedule may have substantial impact on conditional acceptance rate for 81st Series LRV and forward.

Critical Path Analysis

The critical path is completing the on-site vehicle performance qualification test and acceptance testing and burn-in of all LRVs that have been delivered to the Sound Transit sites. 112 LRVs has been delivered. Conditional Acceptance of 80 LRVs has been completed to support Revenue Service. The remaining deliveries, commissioning and testing of light rail vehicles are anticipated to be completed and all 152 LRVs Conditionally Accepted by late May 2025. Current forecasts are that Conditional Acceptance rates would impact start of pre-revenue service for East Link and Downtown Redmond Link Extension projects, if the two projects have the same pre-revenue service start date. As was the case with Northgate Link, measures for managing simulated ice during pre-revenue may need to be identified and implemented.


Activity Name
Start
Finish
2023
2024
2025
Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4
ST LRV Fleet Expansion - Siemens Summary by LINK Contract - Re 12-Jul-21 A 16-Dec-26
Revised Project Delivery Sequence - (based on R2023-06) 12-Jul-21 A 16-Dec-26
Siemens Contract Milestones 16-Dec-26 16-Dec-26
Final Acceptance_LRV #152 16-Dec-26
East Link - Starter Line - LRV Summary (Car #041- #062) 22 - Cars 07-Mar-22 A 28-Feb-24
LRV Conditional Acceptance - East Link - Starter Line - Summary - Car #41 - #62 07-Mar-22 A 30-Nov-22 A
East Link - Starter Line - Pre-Revenue Service Forecast - START 01-Nov-23
East Link - Starter Line - Pre-Revenue Service - Forecast - END 28-Feb-24
Lynnwood Link - LRV Summary (Car #063 - #096) 34 - Cars 15-Dec-22 A 22-May-24
LRV Conditional Acceptance - Lynnwood Summary - Car #63 - #96 15-Dec-22 A 10-Nov-23
Lynnwood Link - Pre-Revenue Service Forecast - START 20-Jan-24
Lynnwood Link - Pre - Revenue Service - Forecast - END 22-May-24
Extra - LRV Summary (Car #097 - #98) 2 - Cars 21-Nov-23 04-Dec-23
LRV Conditional Acceptance - Extra - Summary - Car #097 - #098 21-Nov-23 04-Dec-23
East/Downtown Redmond Link (Car #99 - Car #132) 34 - Cars 13-Dec-23 11-Apr-25
LRV Conditional Acceptance - East/Downtown Redmond Link - Summary - Car #99 - #132 13-Dec-23 12-Nov-24
East/Downtown Redmond Link - Pre-Revenue Service Forecast - START 13-Oct-24
East/Downtown Redmond Link - Pre-Revenue Service - Forecast - END 11-Apr-25
Federal Way Link - LRV Summary (Car#133 - #152) 20 - Cars 20-Nov-24 19-Jan-26
LRV Conditional Acceptance - Car #133 - #152 20-Nov-24 28-May-25
Federal Way Link - Pre-Revenue Service Forecast - START 21-Nov-25
Federal Way Link - Pre-Revenue Service Forecast - END 19-Jan-26
LRV ATP Retrofit Summary - Siemens 12-Jul-21 A 31-Dec-24

LRV Delivery and Testing Progress as of May 31, 2023

LRV status	Received / Delivered	Testing In Progress	Conditionally	Entered Revenue
Planned	139	7	132	132
Actual (Seattle)	79	4	75	75
Actual (Bellevue)	33	28	5*	5*

* *Transferred from OMFC to OMFE to prepare for East Link Extension pre-revenue services and is not part of the current operating alignment.*

Car 299 Buy Backs at OMF Central in Seattle, WA

Car 328 at test pit for inspection in Sacramento, CA

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The planned FTE monthly average is the monthly annualized average; whereas, the YTD monthly average only reflects the actuals for month ending May 2023. The variance are minor and likely attributed to ST staff cross charge and the aggregation of administrative time offs among ST staff and consultants.

Resource Type	Planned FTE Monthly Average*	YTD Actual FTE Monthly Average	Variance
ST Staff	6.2	6.0	0.2
Consultants	5.9	8.2	(2.3)
TOTAL	12.1	14.2	(2.1)
** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*			

Sound Transit Board Actions

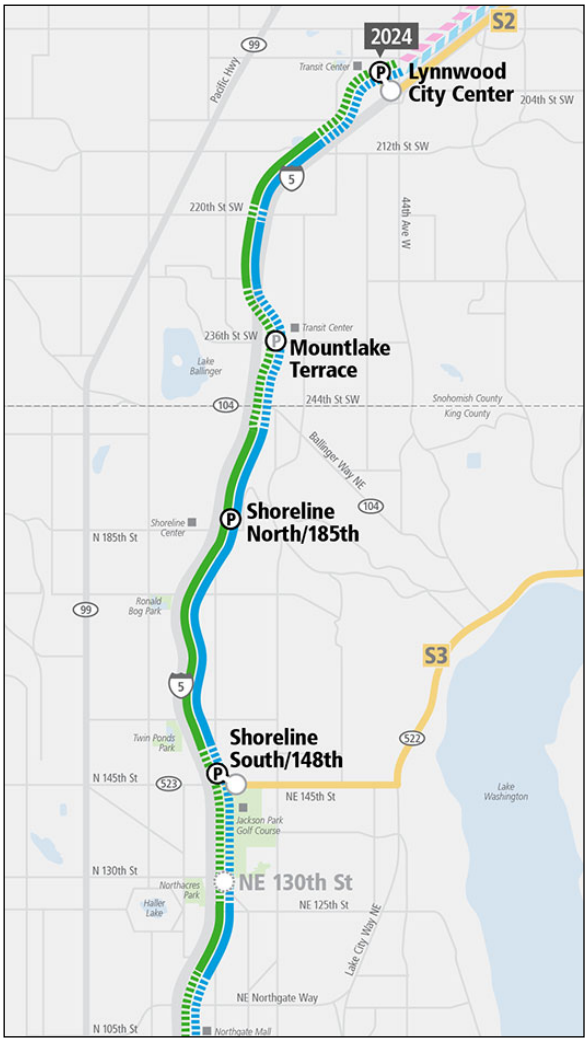
Board Action	Description	Date
	No Action this period	

Link Light Rail
Lynnwood Link Extension

Project Summary

Scope

Limits	North Seattle to Shoreline, Mountlake Terrace, and Lynnwood Transit Center
Alignment	Lynnwood Link extends light rail 8.5 miles to Snohomish County along I-5 from Northgate Mall in Seattle to the Lynnwood Transit Center, with four new light rail stations. The configuration includes at-grade, elevated, and retained cut/fill guideway.
Stations	Lynnwood City Center Mountlake Terrace Shoreline North/185th Shoreline South/148th
Systems	Signals, traction power, communications, and SCADA.
Phase	Construction
Budget	$2.77 Billion (Baseline May 2018)
Schedule	Revenue Service: Summer/Fall 2024



Map of Lynnwood Link Extension Alignment

Key Project Activities

- Continued construction of the Shoreline South / 148th Station with canopy framing and finishing escalator buildout, as well as elevator testing for the adjacent parking garage (L200).
- Continued construction of the Shoreline North / 185th Station, including electrical room and elevator machine room buildouts as well as elevator installation for the adjacent parking garage (L200).
- Continued construction of the Mountlake Terrace Station, including elevator and escalator finish work (L300).
- Continued installation of Overhead Catenary System (OCS) poles and wiring (L800).

Closely Monitored Issues

- Availability and readiness of resources and staffing for testing and startup activities.
- Security at work areas to prevent unauthorized entry and to deter trespassing and theft.
- Progress of trackwork construction to enable follow-on systems work.

Project Cost Summary

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are rounded to the first decimal and shown in millions.

For this period, $49.2M was incurred. The major project expenditures were for civil and systems construction, construction management, and design services during construction. The remaining expenditures were for right-of-way and staff. The project is currently forecasting a $40.3M budget underrun.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$98.2	$98.2	$65.2	$64.9	$91.8	$6.4
Preliminary Engineering	$39.1	$39.1	$39.1	$39.1	$39.1	$0.0
Final Design	$164.2	$164.2	$156.3	$151.4	$160.1	$4.0
Construction Services	$128.4	$139.0	$126.4	$105.8	$135.1	$3.9
3rd Party Agreements	$14.6	$17.6	$15.1	$13.3	$17.0	$0.6
Construction	$1,921.4	$2,094.6	$1,983.4	$1,709.9	$2,091.2	$3.4
Light Rail Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$235.7	$219.1	$183.5	$181.5	$197.0	$22.1
Project Contingency	$170.2	$0.0	$0.0	$0.0	$0.0	$0.0
Total	**$2,771.6**	**$2,771.6**	**$2,568.9**	**$2,265.9**	**$2,731.3**	**$40.3**

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	$791.8	$1,109.1	$681.0	$607.4	$798.8	$310.3
20 Stations	$333.8	$218.8	$420.5	$366.3	$440.5	($221.7)
30 Support Facilities	$2.0	$2.3	$0.4	$0.2	$2.5	($0.2)
40 Sitework & Special Conditions	$421.1	$522.4	$668.8	$578.2	$585.8	($63.4)
50 Systems	$244.4	$194.3	$200.2	$148.2	$211.5	($17.3)
Construction Subtotal (10 - 50)	**$1,793.0**	**$2,046.9**	**$1,970.8**	**$1,700.3**	**$2,039.2**	**$7.8**
60 ROW, Land	$235.7	$219.1	$183.5	$181.5	$197.0	$22.1
70 Vehicles (Non-Revenue)	$1.4	$1.4	$0.1	$0.0	$1.4	$0.0
80 Professional Services	$449.3	$478.5	$414.5	$384.1	$477.1	$1.4
90 Unallocated Contingency	$292.2	$25.7	$0.0	$0.0	$16.6	$9.1
Total (10 - 90)	**$2,771.6**	**$2,771.6**	**$2,568.9**	**$2,265.9**	**$2,731.3**	**$40.3**

Tables across this report may have totals that do not equal line item sums due to rounding.

Contingency Management

The Lynnwood Link project budget was baselined in May 2018 with a total contingency of $737.7M.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. DA was fully drawn down when all construction contract packages reached the 100% design level.

Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties.

Following a significant drawdown in project contingency in Q2/Q3 2019, Sound Transit revised the contingency forecast to align with the cash flow forecast of the major civil contracts.

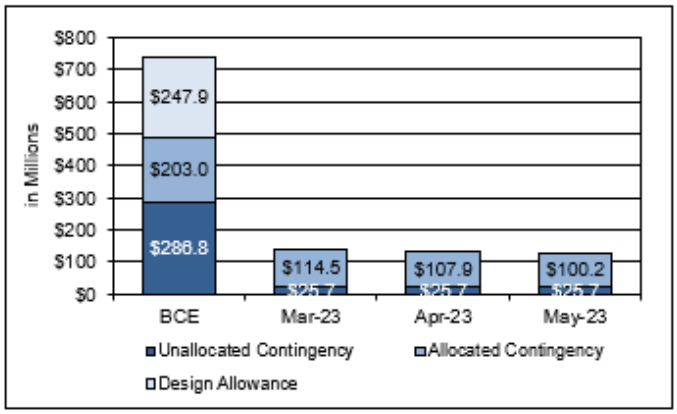
During the current period, Allocated Contingency decreased by a net amount of $7.7M due to construction change orders and revised estimates of project cost at completion.

Contingency Status

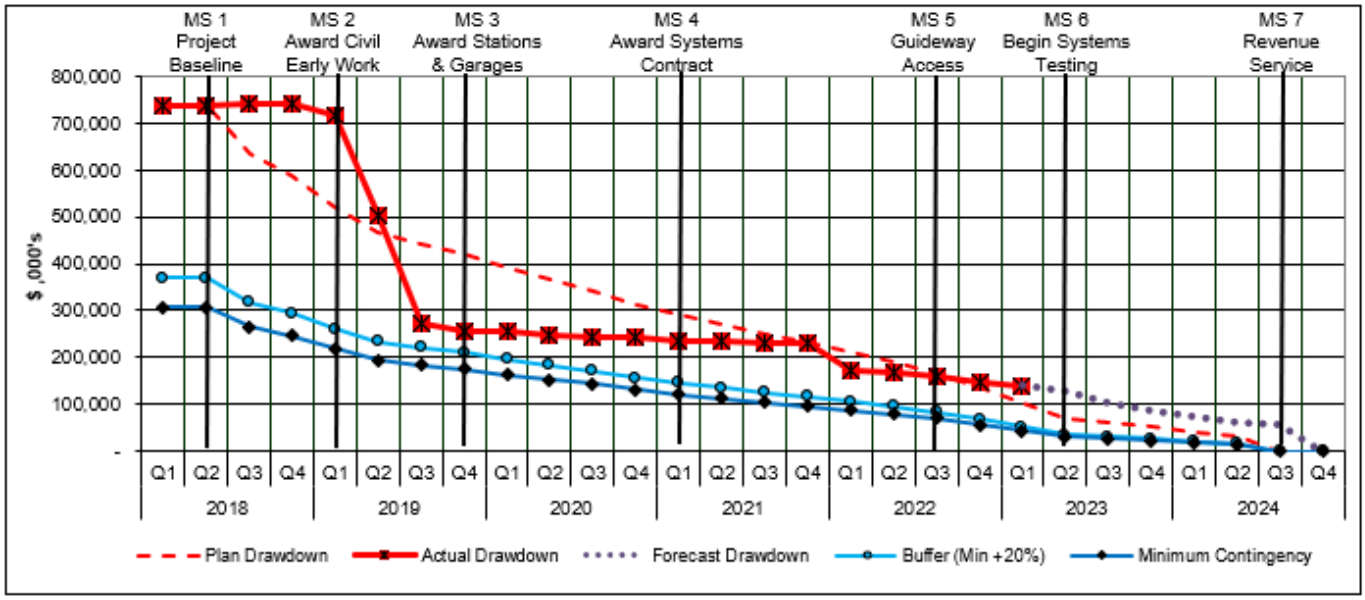
Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	$247.9	8.9%	$0.0	0.0%
Allocated Contingency	$203.0	7.3%	$100.2	21.5%
Unallocated Contingency	$286.8	10.3%	$25.7	5.5%
Total:	**$737.7**	**26.6%**	**$125.9**	**27.1%**

Table figures are shown in millions.

Contingency by Type



Contingency Drawdown



Risk Management

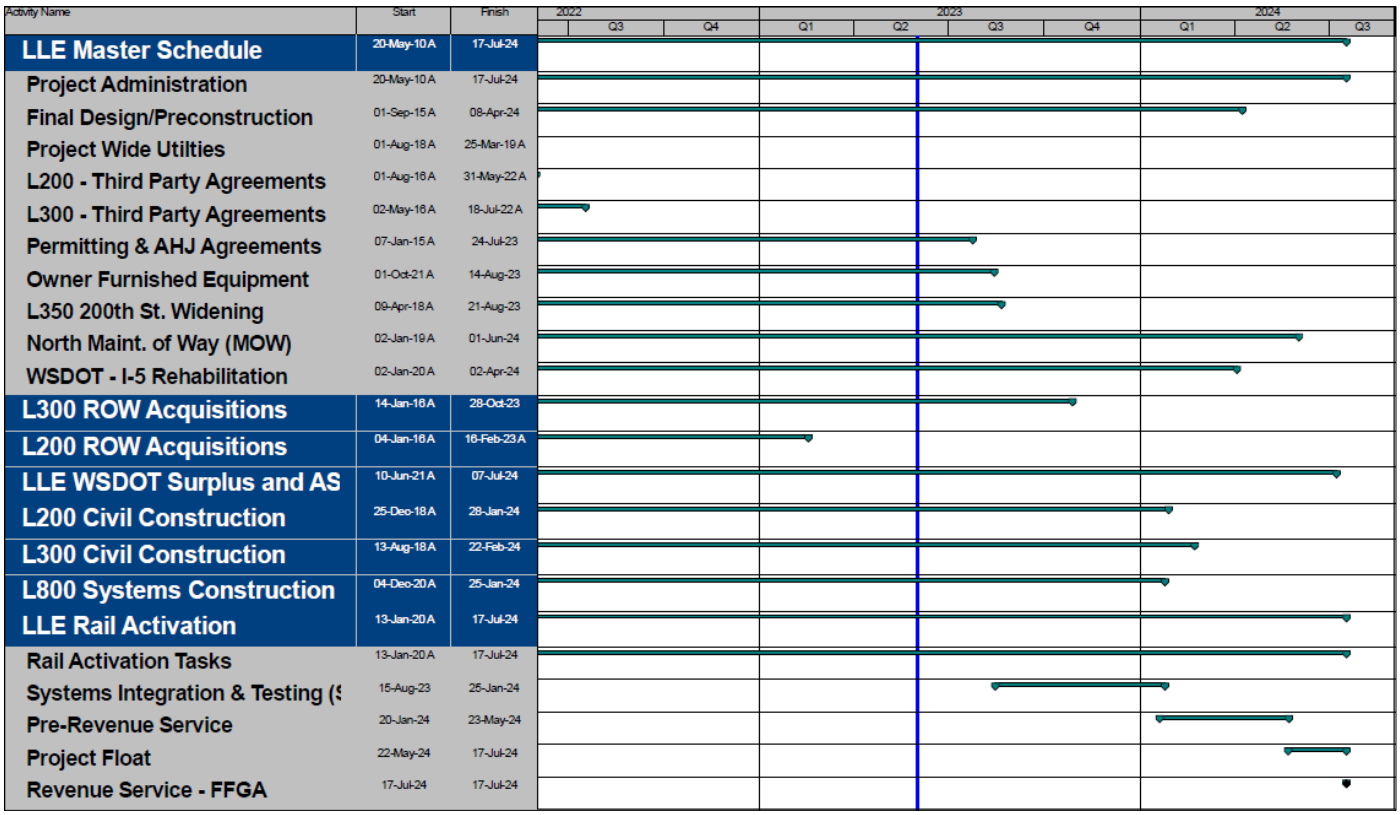
The following are the top project-wide risks:

- Partner agency and internal support resource availability for testing and commissioning.
- Field changes for late-identified design deficiencies.
- Quality issues necessitating field rework.
- Requests from third parties for additional scope as part of inspections and approvals.
- Civil and systems interface conflicts.

Project Schedule

The weighted percent complete of the major construction contracts is calculated at 87.8%.

The Master Schedule has been updated through May. The reviews of contractor-submitted schedules are nearing completion. The final guideway handover to the L800 contractor was achieved in May. Implementation and refinements to the Rail Activation Schedule remain ongoing, with the activation subcommittees now in operation. A Right of Way closeout schedule has been developed and is currently in review. The revenue service date forecast remains Summer/Fall 2024.

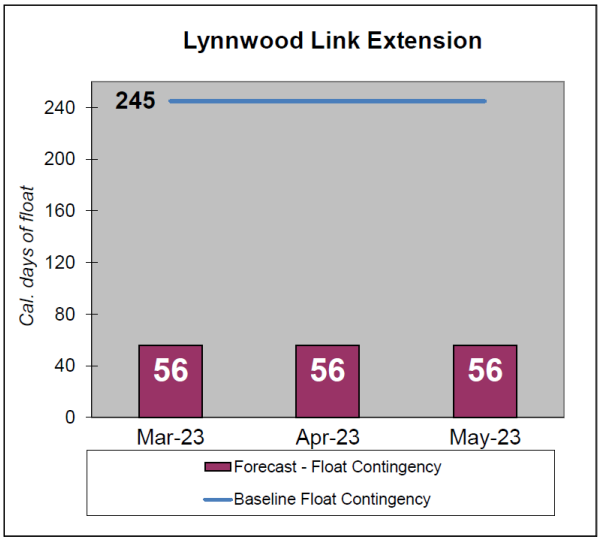

Activity Name
Start
Finish
2022
2023
2024
Q3
Q4
Q1
Q2
Q3
Q4
Q1
Q2
Q3
LLE Master Schedule 20-May-10 A 17-Jul-24
Project Administration 20-May-10 A 17-Jul-24
Final Design/Preconstruction 01-Sep-15 A 08-Apr-24
Project Wide Utilties 01-Aug-18 A 25-Mar-19 A
L200 - Third Party Agreements 01-Aug-16 A 31-May-22 A
L300 - Third Party Agreements 02-May-16 A 18-Jul-22 A
Permitting & AHJ Agreements 07-Jan-15 A 24-Jul-23
Owner Furnished Equipment 01-Oct-21 A 14-Aug-23
L350 200th St. Widening 09-Apr-18 A 21-Aug-23
North Maint. of Way (MOW) 02-Jan-19 A 01-Jun-24
WSDOT - I-5 Rehabilitation 02-Jan-20 A 02-Apr-24
L300 ROW Acquisitions 14-Jan-16 A 28-Oct-23
L200 ROW Acquisitions 04-Jan-16 A 16-Feb-23 A
LLE WSDOT Surplus and AS 10-Jun-21 A 07-Jul-24
L200 Civil Construction 25-Dec-18 A 28-Jan-24
L300 Civil Construction 13-Aug-18 A 22-Feb-24
L800 Systems Construction 04-Dec-20 A 25-Jan-24
LLE Rail Activation 13-Jan-20 A 17-Jul-24
Rail Activation Tasks 13-Jan-20 A 17-Jul-24
Systems Integration & Testing (S 15-Aug-23 25-Jan-24
Pre-Revenue Service 20-Jan-24 23-May-24
Project Float 22-May-24 17-Jul-24
Revenue Service - FFGA 17-Jul-24 17-Jul-24

Project Float

The Lynnwood Link Extension was baselined with 245 days of project float. Currently, the project is calculated to have 56 days remaining between completion of work and the July 17, 2024 revenue service date.

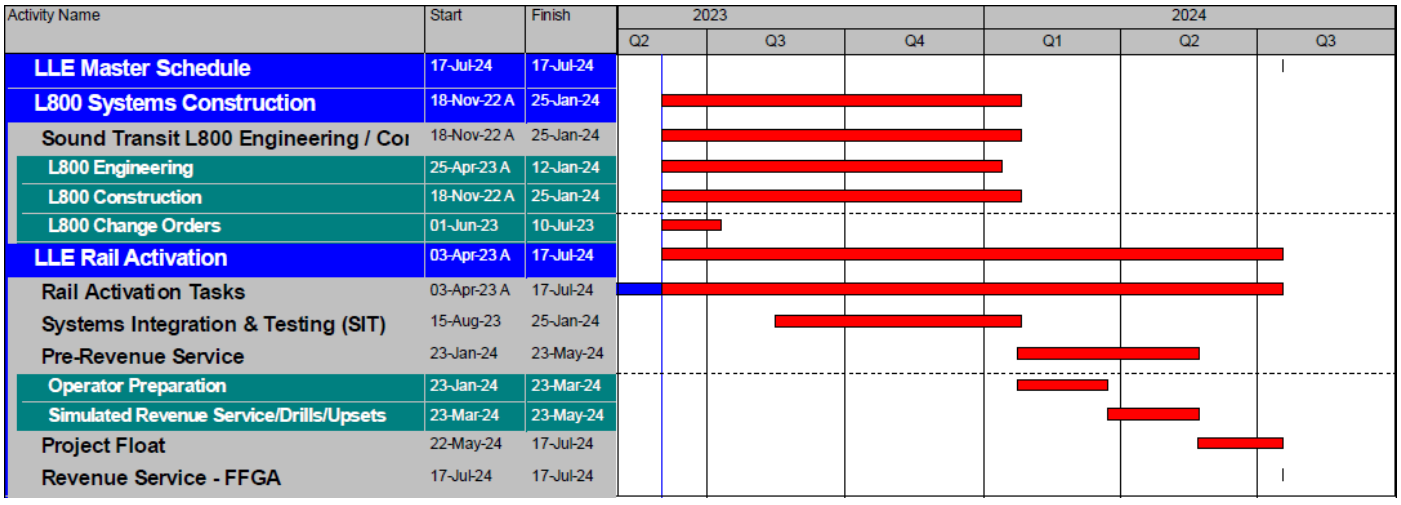
The float reported continues to be an area of focus for improvement. Although the float appears stable, ST continues working with the contractors to re-examine the schedule duration, logic, and work sequences to find opportunities for improvement.

The target revenue service date is unchanged at this point. An ST Board decision regarding opening dates, is not expected until Q4 2023.



Critical Path Analysis

The May critical path for the Lynnwood Link Extension continues to be driven by the Signals installation work under the L800 contractor. Installation of signal cable & conduit from the guideway to the TPSSs is the driver along with revision and resubmission of the short circuit study. Installation of communications and OCS on the guideway are near critical path areas of work, also within the L800 contract. All of these paths drive the start of Systems Integration Testing (SIT), which in turn drives the start of Pre-Revenue Service and the opening to the public.



Right-of-Way

The Right-of-Way effort for this project involves the acquisition of a range of property interests which includes compensable (e.g. fee acquisitions, guideway easements, permanent easements and temporary construction easements) and non-compensable rights (e.g. rights of entry). These acquisitions can result in owner and tenant residential and commercial relocations.

The Right-of-Way program status for this period is summarized in the following table. For the Lynnwood Link Extension the total number of parcels available for construction is 383.

Lynnwood Link Extension Property Acquisition Status					
ACQUISITION				RELOCATION	
Total Acquisitions*	Board Approved*	Offers Made to date	Closings to date	Relocations Required	Relocations Completed to date
390	400	751	748	383	382

**All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.*

Total Acquisitions: Defined as parcels recognizing only land, not owners

Board Approved: Based on parcels and properties (including multi-unit acquisitions)

Offers/Closings: Based on inclusive offers made to separate owners and interest holders

Relocations: Based on number of affected individuals. All Personal Property Only moves are completed. One relocation remains.

Community Engagement

Distributed construction alerts via project page, gov list server, emailed and door-to-door for activities around the project site including:

- Night work near the NW corner of NE 145th St. and 5th Ave. NE for sewer installation and I-5 on ramp work and lane closures for the month of May.
- A full road closure of NE 175th St.
- Night closures at NE Northgate Way and surrounding on and off-ramps for the month of May.

This period Community Engagement staff also:

- Coordinated with local businesses along 200th St. SW in Lynnwood regarding closures and access to their properties.
- Communicated public & stakeholder feedback regarding the impact of the parking changes at the Lynnwood Transit Center with the project team.
- Connected project team with homeowners on 200th St. SW impacted by upcoming roadwork to explain impacts of construction and restoration.

Sound Transit Board Actions

Board Action	Description	Date
M2023-39	Agreement with South Snohomish County Fire for Lynnwood Link Training and Equipment	05/25/2023

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual average FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Higher consultants than planned due to the new projected values for 2023, which is expected to level out later in the year as the project comes closer to substantial completion.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	46.3	46.0	0.3
Consultants	95.0	115.0	(20.0)
TOTAL	141.3	161.0	(19.7)

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Construction Safety

Data/Measure	May 2023	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	2	49
Days Away From Work Cases	0	0	5
Total Days Away From Work	23	108	216
First Aid Cases	0	5	84
Reported Near Mishaps	3	6	77
Average Number of Employees on Worksite	420	-	-
Total # of Hours (GC & Subs)	105,429	503,977	5,305,063
OSHA Incident Rates	**Month**	**Year to Date**	**Project to Date**
Recordable Injury Rate	0.00	0.79	1.85
LTI Rate	0.00	0.00	0.19
Recordable National Average	**2.50**		
LTI National Average	**1.10**		
Recordable WA State Average	**4.40**		
LTI WA State Average	**2.00**		

** Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. All previous months' numbers are reconciled and replaced with actuals.*

Contract L200 GC/CM—Northgate to NE 200th Street

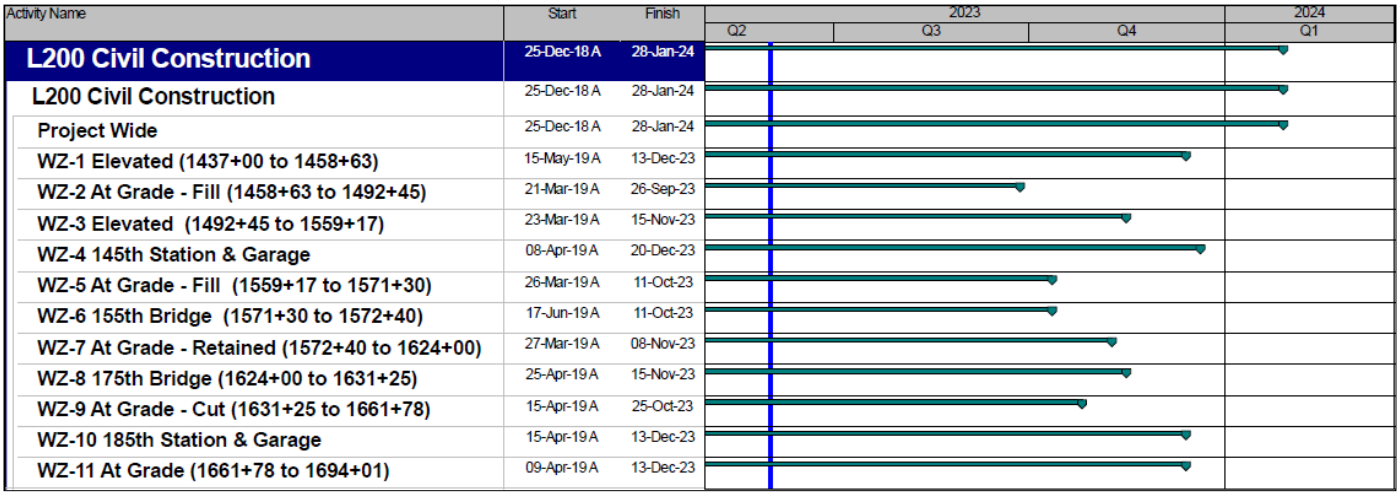
Current Progress

The L200 Contractor, Stacy & Witbeck– Kiewit– Hoffman JV (SKH), is continuing work on site as follows:

- Continued retaining wall construction.
- Continued landscaping and restoration along the alignment.
- 148th Station - Continued electrical rough-in, setting elevator railing and topping slab concrete placement.
- 148th Garage - Continued sidewalk grading and stairway handrail painting.
- 185th Station - Continued electrical rough-in along with elevator buildout and panel installation.
- 185th Garage - Continued elevator buildout and garage finishes.

Schedule Summary

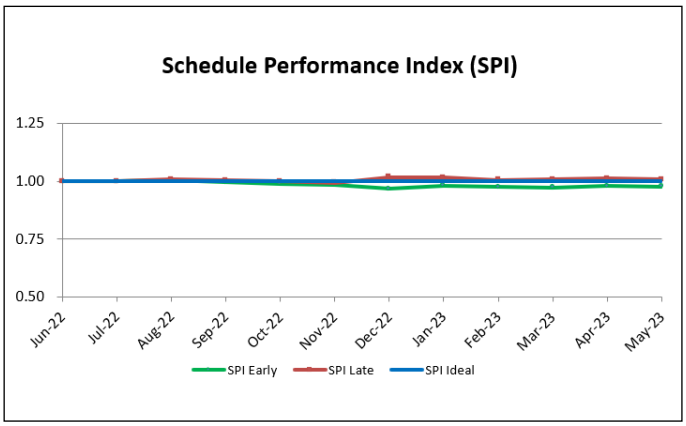
The May update now forecasts a December 13, 2023 substantial completion date, 32 calendar days later than the substantial completion milestone date of November 11, 2023. Within the L200 contract schedule, the contractor's critical path is now driven by SCL power service at 185th Station. This in turn drives the contractor's commissioning of the station as well as punchlist and closeout. 185th Garage is near critical, followed by completion of hardscapes and landscaping throughout the alignment.


Activity Name
Start
Finish
2023
2024
Q2
Q3
Q4
Q1
L200 Civil Construction 25-Dec-18 A 28-Jan-24
L200 Civil Construction 25-Dec-18 A 28-Jan-24
Project Wide 25-Dec-18 A 28-Jan-24
WZ-1 Elevated (1437+00 to 1458+63) 15-May-19 A 13-Dec-23
WZ-2 At Grade - Fill (1458+63 to 1492+45) 21-Mar-19 A 26-Sep-23
WZ-3 Elevated (1492+45 to 1559+17) 23-Mar-19 A 15-Nov-23
WZ-4 145th Station & Garage 08-Apr-19 A 20-Dec-23
WZ-5 At Grade - Fill (1559+17 to 1571+30) 26-Mar-19 A 11-Oct-23
WZ-6 155th Bridge (1571+30 to 1572+40) 17-Jun-19 A 11-Oct-23
WZ-7 At Grade - Retained (1572+40 to 1624+00) 27-Mar-19 A 08-Nov-23
WZ-8 175th Bridge (1624+00 to 1631+25) 25-Apr-19 A 15-Nov-23
WZ-9 At Grade - Cut (1631+25 to 1661+78) 15-Apr-19 A 25-Oct-23
WZ-10 185th Station & Garage 15-Apr-19 A 13-Dec-23
WZ-11 At Grade (1661+78 to 1694+01) 09-Apr-19 A 13-Dec-23

Schedule Performance Index

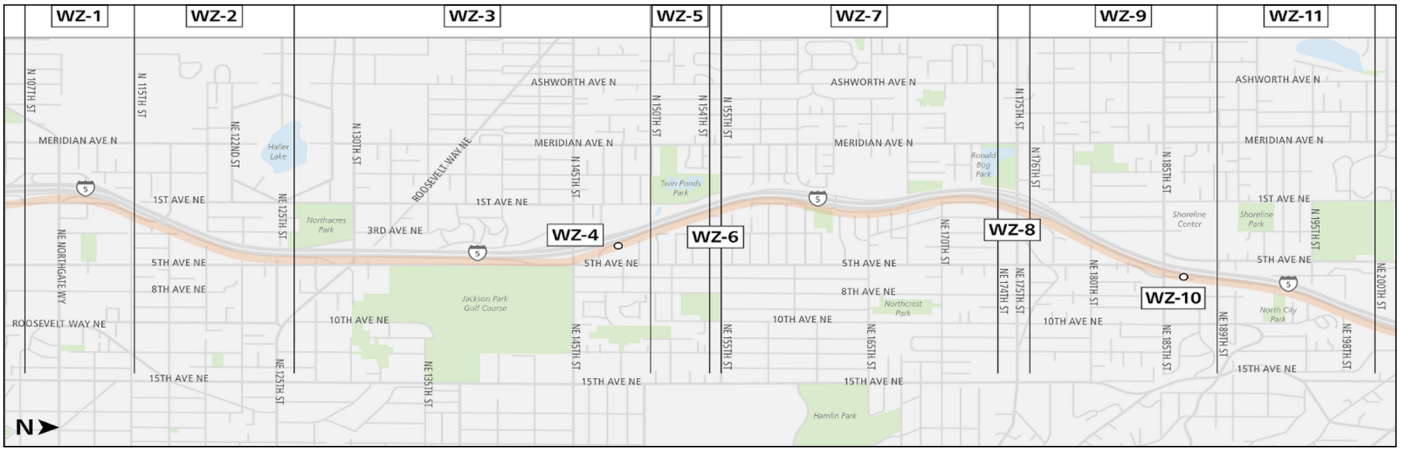
Early SPI represents progress against an optimistic version of the contract baseline schedule. This period, the early SPI is 0.98 (same as last period).

Late SPI represents progress against a more conservative schedule. This period, the late SPI is 1.01 (same as last period).



Link Light Rail
Lynnwood Link Extension

Work Zone Overview



Next Period Activities:

- Continue retaining wall construction.
- Continue landscaping and roadway/sidewalk restoration.
- Continue 148th Station electrical rough-in and elevator preparation for inspection.
- Continue 185th Station elevator buildout and metal panel installation along with handrail installation.

Closely Monitored Issues:

- 185th garage concrete cracking on level 2.
- Safety risks associated with shared access to elevated guideway elements.
- Excessive heat exposure along with dust mitigation and control during the summer season.
- Guideway standpipe installation.

Cost Summary

Present Financial Status	Amount
L200 Contractor - SKH **Excludes 130th and betterments**	
Original Contract Value	$88,147,258
Change Order Value	$774,005,281
Current Contract Value	$862,152,539
Total Actual Cost (Incurred to Date)	$755,106,119
Percent Complete	88.5%
Authorized Contingency	$43,762,892
Contingency Drawdown	$22,154,275
Contingency Index	1.7

185th St. garage pedestrian bridge

Contract L300 GC/CM—NE 200th Street to Lynnwood Transit Center

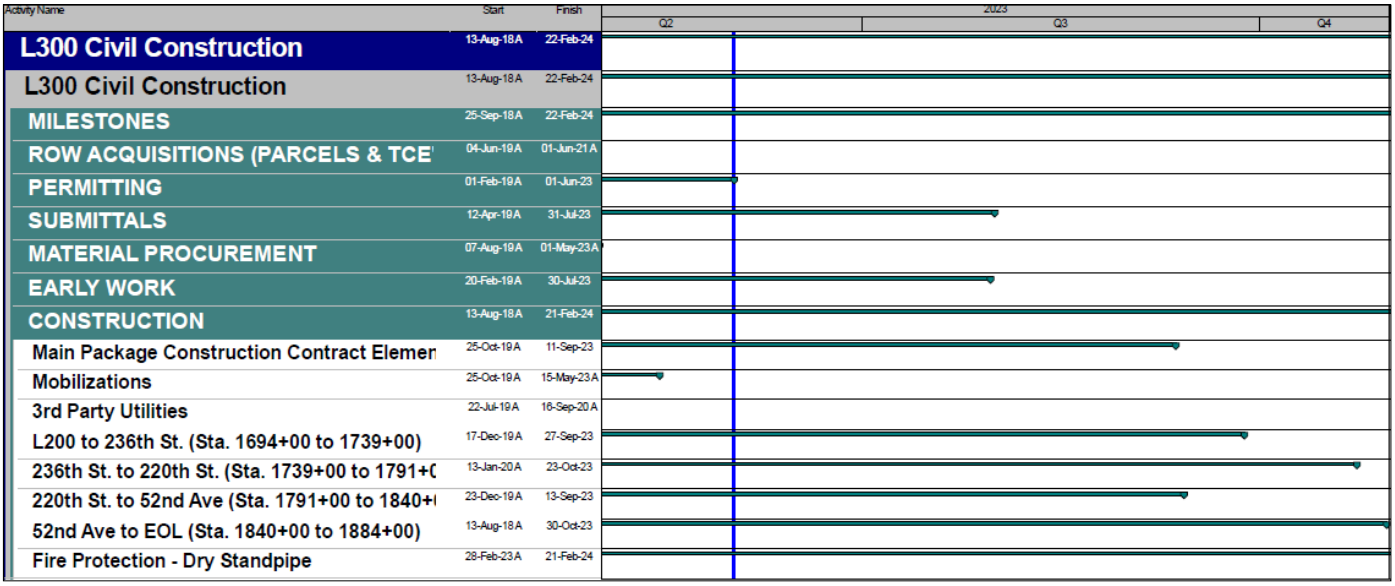
Current Progress

The L300 Contractor, Skanska, is continuing work on site as follows:

- Continued elevator and escalator installations at Mountlake Terrace and Lynnwood stations.
- Continued track punchlist work along the alignment.
- Continued plaza and site hardscaping along the alignment.
- Continued site restoration along alignment.
- Continued transit and traffic circulation improvements along the 200th Street SW corridor.

Schedule Summary

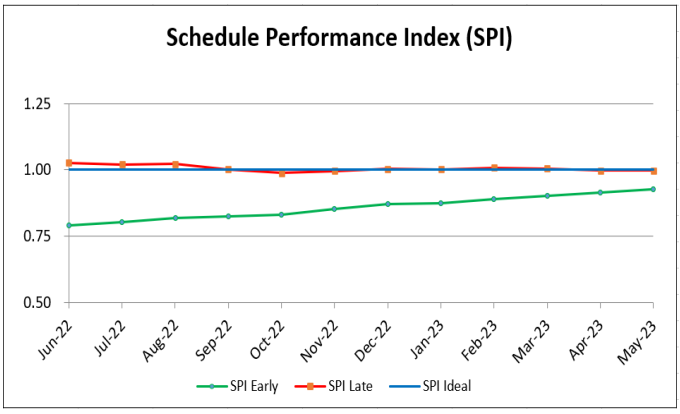
The May update has been submitted to Sound Transit and was returned for revision. The schedule forecast a substantial completion of February 12th, 130 days late. The critical path is driven by a new set of activities for the installation of the off-guideway dry stand pipe. ST is working with the contractor to find ways to mitigate the duration of the work. Other near critical items include on-guideway dry stand pipe, roadway restorations, and completion of station and plaza hardscapes.


Activity Name
Start
Finish
2023
Q2
Q3
Q4
L300 Civil Construction 13-Aug-18 A 22-Feb-24
L300 Civil Construction 13-Aug-18 A 22-Feb-24
MILESTONES 25-Sep-18 A 22-Feb-24
ROW ACQUISITIONS (PARCELS & TCE 04-Jun-19 A 01-Jun-21 A
PERMITTING 01-Feb-19 A 01-Jun-23
SUBMITTALS 12-Apr-19 A 31-Jul-23
MATERIAL PROCUREMENT 07-Aug-19 A 01-May-23 A
EARLY WORK 20-Feb-19 A 30-Jul-23
CONSTRUCTION 13-Aug-18 A 21-Feb-24
Main Package Construction Contract Elemen 25-Oct-19 A 11-Sep-23
Mobilizations 25-Oct-19 A 15-May-23 A
3rd Party Utilities 22-Jul-19 A 16-Sep-20 A
L200 to 236th St. (Sta. 1694+00 to 1739+00) 17-Dec-19 A 27-Sep-23
236th St. to 220th St. (Sta. 1739+00 to 1791+(13-Jan-20 A 23-Oct-23
220th St. to 52nd Ave (Sta. 1791+00 to 1840+(23-Dec-19 A 13-Sep-23
52nd Ave to EOL (Sta. 1840+00 to 1884+00) 13-Aug-18 A 30-Oct-23
Fire Protection - Dry Standpipe 28-Feb-23 A 21-Feb-24

Schedule Performance Index

Early SPI represents progress against an optimistic version of the contract baseline schedule. This period, the early SPI is 0.94 (increase from last period).

Late SPI represents progress against a more conservative schedule. This period, the late SPI is 1.00 (same as last period).



Work Zone Overview

Next Period's Activities

- Continue site restoration along alignment.
- Continue finishes and electrical/mechanical work at Mountlake Terrace and Lynnwood stations.
- Continue transit and traffic circulation improvements along the 200th St. SW corridor.

Closely Monitored Issues

- Number of field changes due to design inconsistencies.
- Excessive heat exposure along with dust mitigation and control during the summer season.
- Guideway standpipe installation.

Cost Summary

Present Financial Status	Amount
L300 Contractor—Skanska	
Original Contract Value	$56,886,631
Change Order Value	$844,753,265
Current Contract Value	$901,639,896
Total Actual Cost (Incurred to Date)	$797,416,552
Percent Complete	89.8%
Authorized Contingency	$76,394,634
Contingency Drawdown	$66,639,896
Contingency Index	1.0

Lynnwood Station Platform

Contract L800 Lynnwood Link Systems GC/CM

Current Progress

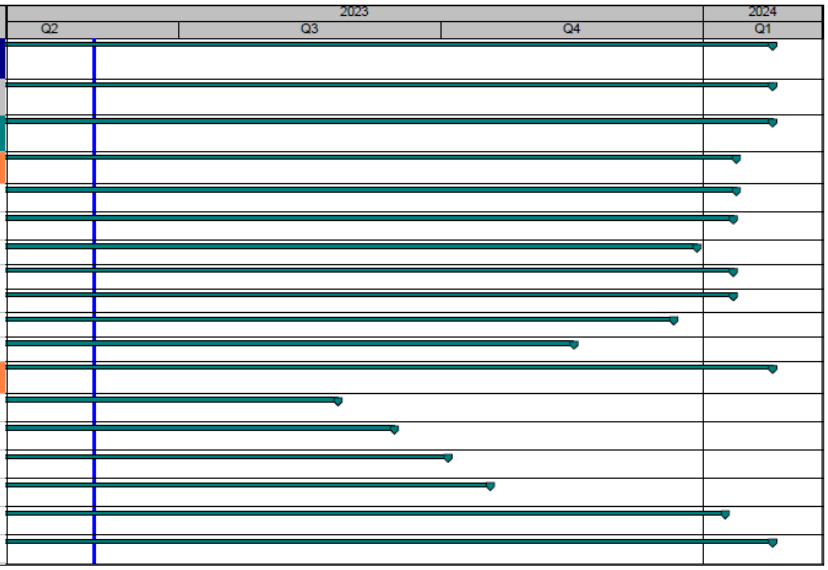
The L800 Contractor, Mass Electric Construction Company (MEC), continuing work as follows:

- Approvals and procurement of key equipment including Traction Power Substations (TPSS) and signal system buildings.
- Continued installing radio cable, wiring, conduit, I-bonds, devices, speakers, cameras, and fiber optic cable.
- Continued Factory Acceptance Testing on TPSS and train control signal equipment.
- Continued fabrication and installation of Overhead Catenary System (OCS) poles, hangers, cantilevers and messenger wire.

Schedule Summary

The L800 May schedule update continues to forecast a substantial completion of January 12, 2024, four days earlier than the revised contractual date of January 16, 2024. The critical path is now driven by the signals conduit and cable between the guideway and the traction power substations. OCS work was unchanged. The final guideway turnover from civil to the systems contractor was achieved on May 19th. ST is continuing to closely monitor and coordinate several aspects of the work, including delivery of the remaining TPSS and signal houses.

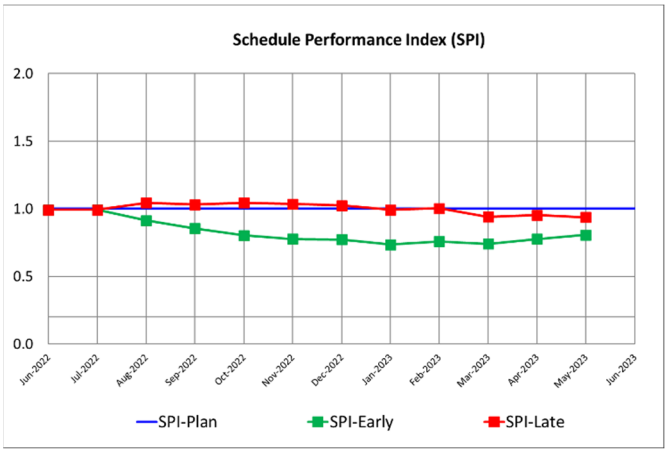
Activity Name	Start	Finish
L800 Systems Construction	04-Dec-20 A	25-Jan-24
L800 Systems Construction	04-Dec-20 A	25-Jan-24
Sound Transit L800 Engineerin	04-Dec-20 A	25-Jan-24
L800 Engineering	04-Dec-20 A	12-Jan-24
L800 Milestones	04-Dec-20 A	12-Jan-24
L800 Submittals	04-Dec-20 A	11-Jan-24
L800 OCS	01-Jun-21 A	29-Dec-23
L800 Traction Power/Substations	04-Dec-20 A	11-Jan-24
L800 Signals	07-Dec-20 A	11-Jan-24
L800 Communications	03-Jan-21 A	21-Dec-23
L800 SCADA	01-Mar-22 A	16-Nov-23
L800 Construction	04-Dec-20 A	25-Jan-24
L800 OCS	01-Feb-21 A	25-Aug-23
L800 Traction Power / Substations	04-Dec-20 A	14-Sep-23
L800 Signals	04-Dec-20 A	03-Oct-23
L800 Communications	04-Dec-20 A	18-Oct-23
L800 SCADA	01-Jul-21 A	08-Jan-24
L800 Testing and Commissioning	15-Jan-23 A	25-Jan-24



Schedule Performance Index

Early SPI represents progress against an optimistic version of the contract baseline schedule. This period, the early SPI is 0.81 (increase from last period).

Late SPI represents progress against a more conservative schedule. This period, the late SPI is 0.94 (increased from last period).



Next Period's Activities

- Continue procurement of key equipment including TPSS and train control signal system buildings.
- Continue Factory Acceptance Test (FAT) testing on TPSS and signal houses.
- Continue installation of OCS poles and cantilevers.
- Continue installation of communication equipment.
- Continue to receive and install TPSS units and Signal Houses.

Closely Monitored Issues

- Monitoring the manufacture and delivery of long lead equipment such as network switches, TPSS units and signal houses.
- Monitoring the completion of civil package work for potential delays in hand over to the system contractor.
- Monitoring the manufacture and delivery of Supervisory Control and Data Acquisition (SCADA) and radio system equipment.
- Safety risks associated with shared access to elevated guideway elements.

Cost Summary

Present Financial Status	Amount
L800 Contractor - Mass Electrical Construction Co.	
Original Contract Value	$148,000,000
Change Order Value	$2,421,462
Current Contract Value	$150,421,462
Total Actual Cost (Incurred to Date)	$105,722,339
Percent Complete	71.6%
Authorized Contingency	$10,360,000
Contingency Drawdown	$2,421,462
Contingency Index	3.1

N18 TPSS Unit delivered and set in north Shoreline

Link Light Rail
NE 130th St Infill Station

Project Summary

Scope Construct an elevated infill station at NE 130th St and 5th Ave NE in Seattle.

Phase Construction

Budget $240.2 Million

Schedule Q2 2026

Rendering of Station as Viewed from I-5 Overpass

Key Project Activities

- Continued platform concrete placement.
- Continued installation of canopy structural steel, completing west side span.
- Continued review of station finishes package bids.

Closely Monitored Issues

- Progress of the Lynnwood Link civil contractor and availability of the station area for finishes construction.
- Closure duration and future restoration requirements for 5th Ave NE.
- Coordination with City Seattle for permit review of station finishes package and use of ST3 Non Motorized Access Enhancement Funds.

Community Engagement

This period the Community Engagement team continued efforts to keep the community informed by:

- Continued updating website content.
- Continued preparations for an upcoming open house to coincide with commencement of the station finishes work package.

Project Cost Summary

The project cost is summarized in accordance with Sound Transit's budget Work Breakdown Structure (WBS) in millions.

Current period incurred $2.2M. The major expenditures were for civil construction, civil DSDC, construction management and ST staff.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$8.1	$8.1	$3.1	$3.1	$8.1	$0.0
Preliminary Engineering	$2.7	$2.7	$2.7	$2.7	$2.7	$0.0
Final Design	$17.6	$17.6	$12.5	$11.6	$17.6	$0.0
Construction Services	$17.3	$17.3	$12.5	$2.1	$17.3	$0.0
3rd Party Agreements	$1.7	$1.7	$0.7	$0.6	$1.7	$0.0
Construction	$192.6	$192.6	$24.1	$18.2	$192.6	$0.0
ROW	$0.1	$0.1	$0.0	$0.0	$0.1	$0.0
Project Contingency	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Total	**$240.2**	**$240.2**	**$55.6**	**$38.2**	**$240.2**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to rounding.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The YTD Actual FTE monthly average through the end of the current period is below the planned FTE monthly average, with less ST staff, less civil DSDC and CM staff than planned.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	9.6	3.3	6.3
Consultants	13.0	9.0	4.0
TOTAL	22.6	12.3	10.3

* *An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
	No Action this period	

Contingency Management

The project budget was baselined in 2022 with a total contingency of $48.6M.

Allocated Contingency (AC): Used to address risks, complexity and unforeseen conditions during the execution of work, including procurement.

Unallocated Contingency (UAC): Used to address general project-wide cost risks and uncertainties.

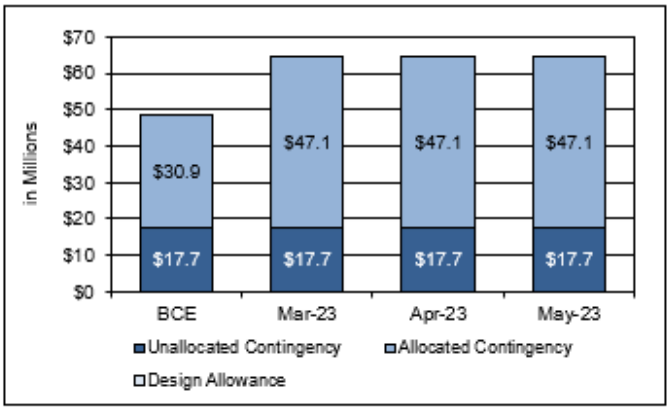
Current Period: During the current period there was no change to contingency.

Contingency Status

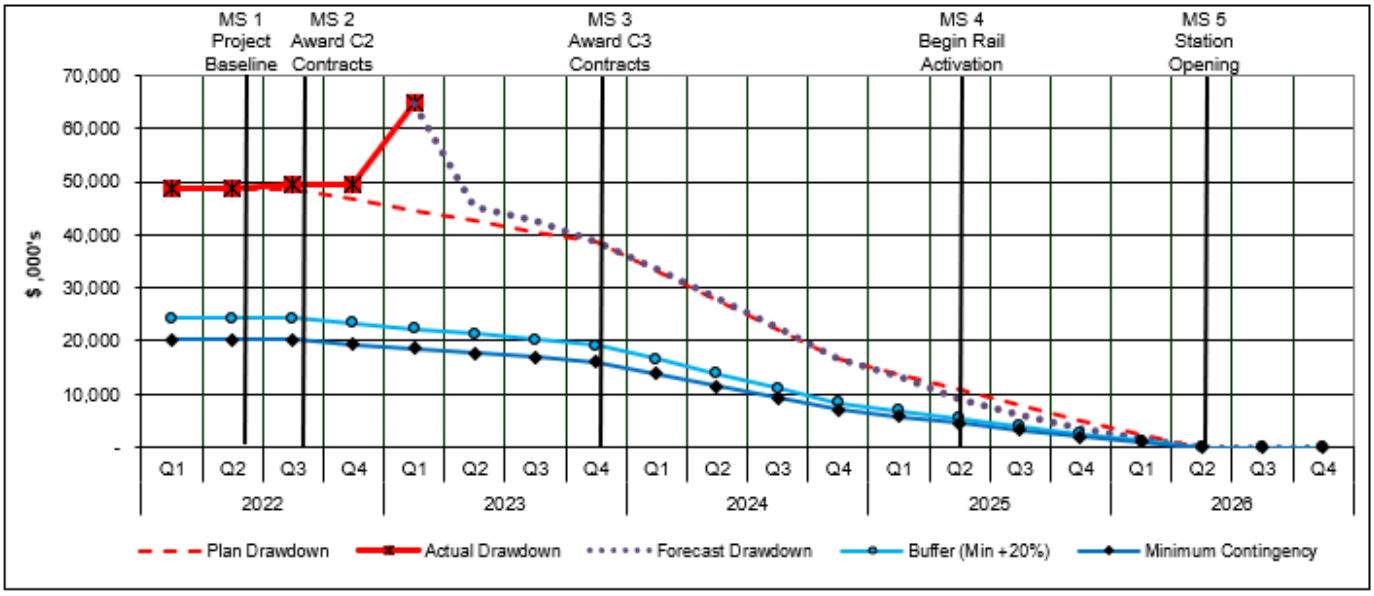
Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	$0.0	0.0%	$0.0	0.0%
Allocated Contingency	$30.9	12.9%	$47.1	23.3%
Unallocated Contingency	$17.7	7.4%	$17.7	8.7%
Total:	**$48.6**	**20.2%**	**$64.7**	**32.0%**

Table figures are shown in millions.

Contingency by Type



Contingency Drawdown



Risk Management

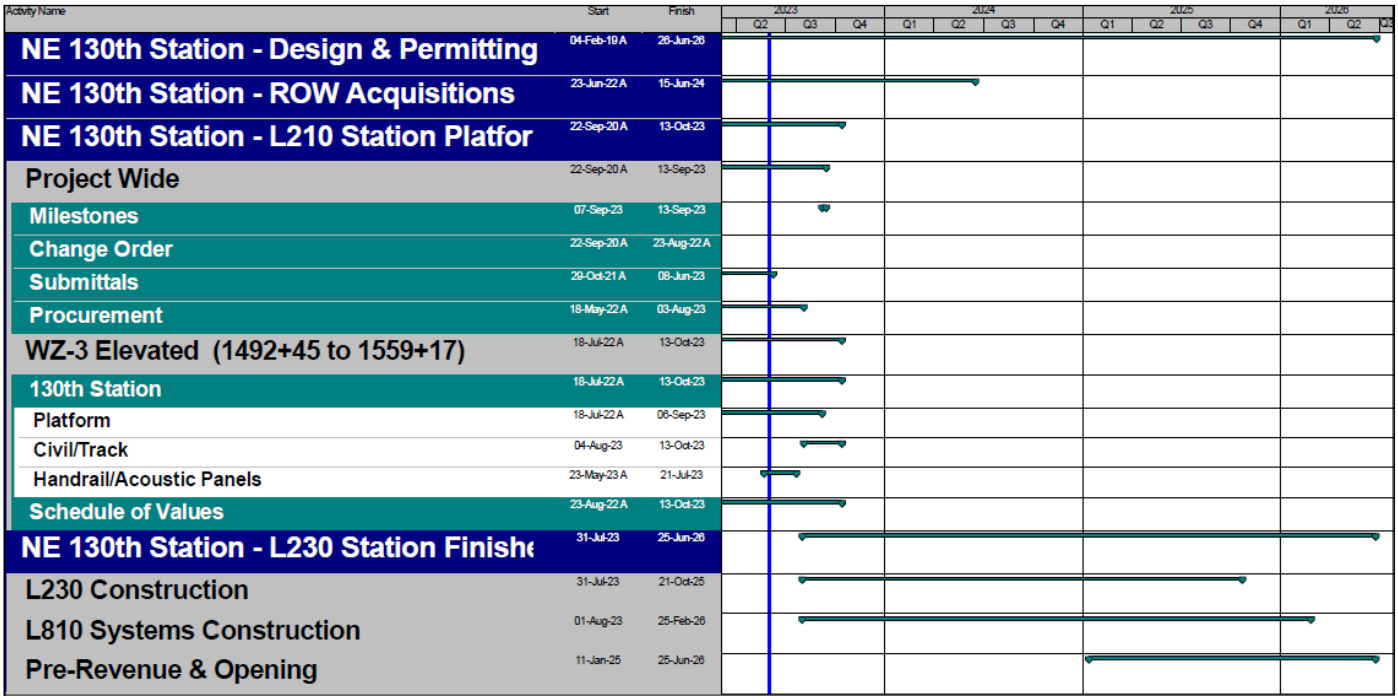
The following are the top project risks identified:

- Unresolved traffic control plan with jurisdictions affecting follow-on contractors.
- Supply chain issues causing delays with the station finishes package.
- Inefficiencies with handovers from civil contractor to systems contractor.

Project Schedule

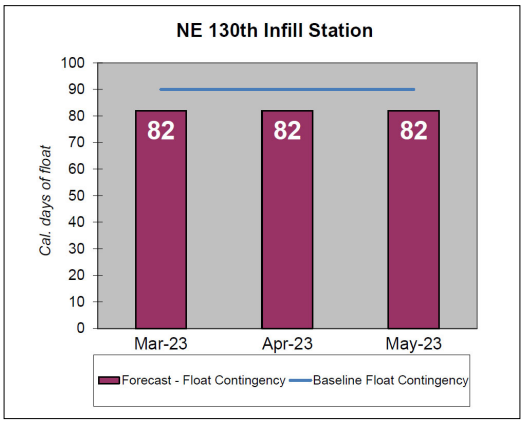
The weighted percent complete for the major construction contracts is calculated at 13.5%.

Civil work continues as (SKH) nears completion of the concrete for the platform decks for the station as part of the L210 contract. Canopy steel erection continues. Permitting activities including WSDOT Project Development Approval (PDA), City of Seattle Street Improvement permit and building permit reviews for the station construction remain ongoing. The L230 bids have been received and the review and award process are ongoing. The station is currently forecast to open in Q2 2026.


Activity Name
Start
Finish
2023
2024
2025
2026
Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3
NE 130th Station - Design & Permitting 04-Feb-19 A 26-Jun-26
NE 130th Station - ROW Acquisitions 23-Jun-22 A 15-Jun-24
NE 130th Station - L210 Station Platfor 22-Sep-20 A 13-Oct-23
Project Wide 22-Sep-20 A 13-Sep-23
Milestones 07-Sep-23 13-Sep-23
Change Order 22-Sep-20 A 23-Aug-22 A
Submittals 29-Oct-21 A 08-Jun-23
Procurement 18-May-22 A 03-Aug-23
WZ-3 Elevated (1492+45 to 1559+17) 18-Jul-22 A 13-Oct-23
130th Station 18-Jul-22 A 13-Oct-23
Platform 18-Jul-22 A 06-Sep-23
Civil/Track 04-Aug-23 13-Oct-23
Handrail/Acoustic Panels 23-May-23 A 21-Jul-23
Schedule of Values 23-Aug-22 A 13-Oct-23
NE 130th Station - L230 Station Finishe 31-Jul-23 25-Jun-26
L230 Construction 31-Jul-23 21-Oct-25
L810 Systems Construction 01-Aug-23 25-Feb-26
Pre-Revenue & Opening 11-Jan-25 25-Jun-26

Project Float

Project float is holding at 82 days. The L210 schedule did exhibit some slippage in May. However the start of the L230 contract remains unchanged. ST is continues to monitor the progress of the pace of the deck and canopy work and its potential to impact of the completion of the station contract.



Link Light Rail
NE 130th St Infill Station

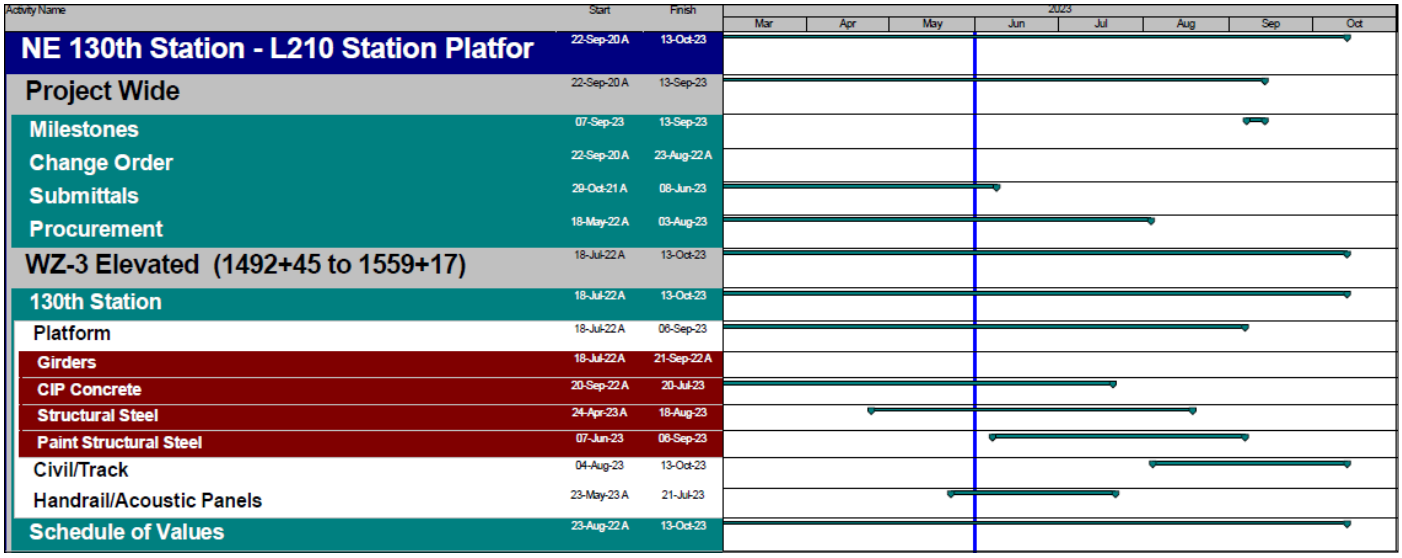
Contract L210 GC/CM

Current Progress

- Continued decking rebar and concrete placement.
- Continued canopy structural steel installation.
- Continued sewer line installation.

Schedule Summary

The May schedule continues to forecasts a completion of construction in September 2023, with contract completion and close-out in mid-October 2023. The May update continues to forecast a demobilization from the site in early September 2023, allowing the future L230 contractor to start on site as planned. Cast-in-place concrete work currently extends in June 2023. Canopy steel is being delivered to the site, and erection of the canopy structures is ongoing.



Present Financial Status	Amount
SKH – Civil Construction	
Original Contract Value	$22,287,507
Change Order Value	$535,112
Current Contract Value	$22,822,619
Total Actual Cost (Incurred to Date)	$17,937,607
Percent Complete	80.9%
Authorized Contingency	$3,242,493
Contingency Drawdown	$535,112
Contingency Index	4.9

Canopy steel installation

Link Light Rail
North Corridor Maintenance of Way

Project Summary

Scope

Construct a maintenance of way facility that will serve and support the Northgate Link, Lynnwood Link, and Ballard Link Extensions.

The site contains a leased warehouse property that will undergo improvements to support a temporary facility that will serve the near-term Lynnwood Link Extension operations.

The leased site includes an option for Sound Transit to purchase the property to serve as the permanent facility.

Phase

Design (Temporary Facility)

Budget

$32M

Design for Temporary Facility. Right-of-Way Activities for Permanent Facility.

Schedule

Q3 2024 Temporary Facility

Q4 2027 Permanent Facility

** This project is in development and project report will be updated quarterly effective June 2023.*

Site Location: North MOW

Key Project Activities

- 30% design review completed for the temporary facility.
- Proposed preliminary layout plans for permanent facility submitted
- Initiating Board approval for property acquisition.
- Alternative delivery plan for temporary facility under development. Necessary to mitigate schedule delays to support Lynnwood Link Extension pre-revenue service.

Project Cost Summary

The project cost is summarized below. The table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures in the table are shown in millions.

This period approximately $180K was incurred. The project expenditures include completion of the 30% design review of the temporary facility, proposed preliminary layout plans for permanent facility, initiating Board approval for property acquisition, and developing alternative delivery plan for the temporary facility.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
Administration	$2.1	$0.7	$0.7	$2.1	$0.0
Preliminary Engineering	$1.9	$1.2	$0.4	$1.9	$0.0
Final Design	$3.1	$0.0	$0.0	$3.1	$0.0
Construction Services	$1.2	$0.0	$0.0	$1.2	$0.0
3rd Party Agreements	$0.5	$0.0	$0.0	$0.5	$0.0
Construction	$3.3	$0.0	$0.0	$3.3	$0.0
ROW	$20.0	$1.5	$1.4	$20.0	$0.0
Total	**$32.0**	**$3.3**	**$2.5**	**$32.0**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

**The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.*

Risk Management

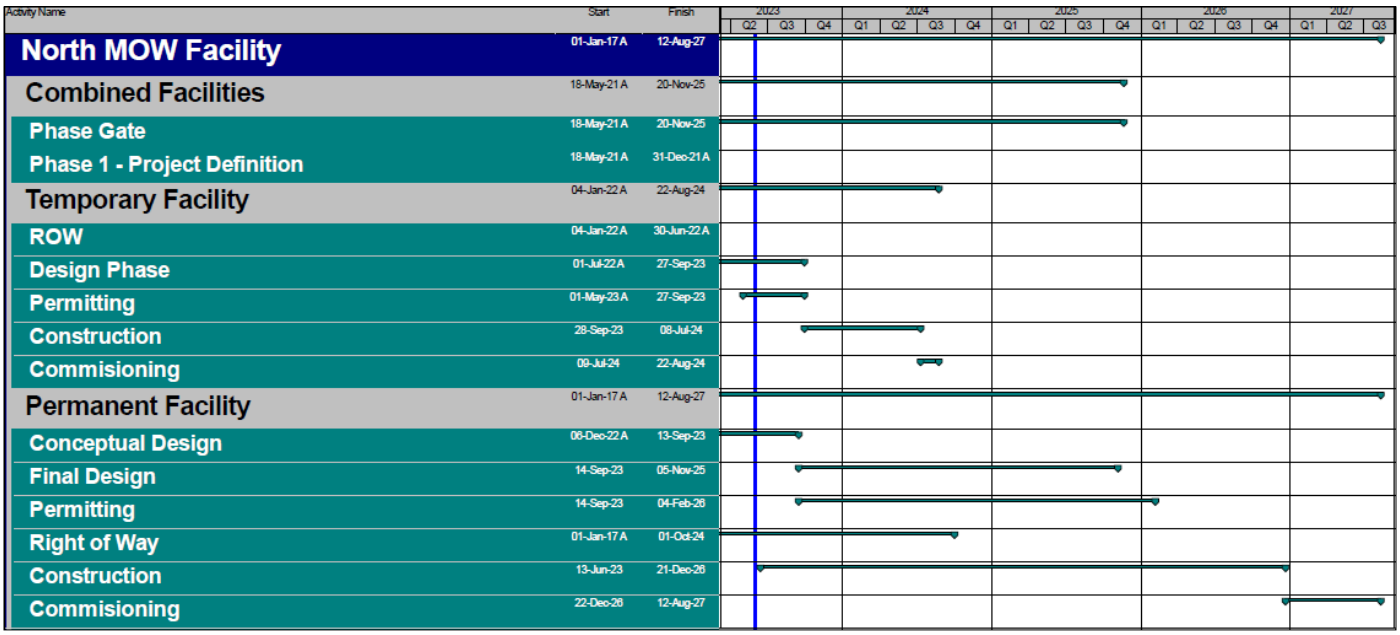
The following are the top project wide risks:

- Tenant improvements needed by Q4 2023 to support Lynnwood Link pre-revenue service. Current schedule does not meet this date.
- Constrained staffing resources could impact project delivery.
- Permits for temporary and permanent facility may take longer than expected.
- Property requires more extensive restoration than originally thought for the temporary facility, requiring additional design and construction work.

Project Schedule

The North Maintenance of Way Facility continues to move forward with the two element approach. The design for the temporary configuration of the facility is underway. The permanent facility is still in early development.

The temporary facility is not anticipated to open prior to the Lynnwood Link Extension pre-revenue service opening. The project team is working closely with Facilities and Operations to develop mitigations, that will support Lynnwood Link Extension pre-revenue service. The permanent facility currently has a long-range time frame of 2027. The project is currently in the process of purchasing the existing site for both the temporary and permanent facility.


Activity Name
Start
Finish
2023
2024
2025
2026
2027
Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3
North MOW Facility 01-Jan-17 A 12-Aug-27
Combined Facilities 18-May-21 A 20-Nov-25
Phase Gate 18-May-21 A 20-Nov-25
Phase 1 - Project Definition 18-May-21 A 31-Dec-21 A
Temporary Facility 04-Jan-22 A 22-Aug-24
ROW 04-Jan-22 A 30-Jun-22 A
Design Phase 01-Jul-22 A 27-Sep-23
Permitting 01-May-23 A 27-Sep-23
Construction 28-Sep-23 08-Jul-24
Commisioning 09-Jul-24 22-Aug-24
Permanent Facility 01-Jan-17 A 12-Aug-27
Conceptual Design 06-Dec-22 A 13-Sep-23
Final Design 14-Sep-23 05-Nov-25
Permitting 14-Sep-23 04-Feb-26
Right of Way 01-Jan-17 A 01-Oct-24
Construction 13-Jun-23 21-Dec-26
Commisioning 22-Dec-26 12-Aug-27

Community Engagement

- None to report this period.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTEs are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The YTD Actual FTE monthly average through the end of the current period is below Planned FTE levels. Over time the variance should trend closer to planned as the project moves into tenant improvement design on the temporary facility, including acquisition support activities, and early design options for the permanent facility.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	4.2	1.1	3.1
Consultants	6.0	2.2	3.8
TOTAL	10.2	3.3	6.9

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
	No action this period	

Link Light Rail
Series 3 LRV

Project Summary

Scope Includes all steps necessary to specify, procure, manufacture, commission, and accept approximately 106 new light rail vehicles with delivery occurring over a nine-year period with an optional extension of the service to support the procurement of additional 216 vehicles. The LRV count in this report is based on assumed vehicle length of 95 feet. The project will support future operations of the existing system and extensions in planning.

Phase Planning

Budget $33.0 M (Authorized Project Allocation)

Schedule Target Date: 2035

** This project is in development and project report will be updated quarterly effective June 2023.*

Light rail vehicle for Procurement

Key Project Activities

- Commenced negotiation with selected engineering and inspection consultant team to support procurement and delivery of Series 3 LRVs. The Notice to Proceed for the consultant contract is anticipated in Q3 2023.
- Continued engagement with the car builder industry to understand market conditions for designing and manufacturing new vehicles that increase passenger capacity, enhance passenger experience and improve maintainability.
- Exploring the feasibility of preliminary design concepts of key vehicle elements by qualified car builders are anticipated in the second half of 2023.
- Continued development project schedule. We expect the first Series 3 vehicle to enter revenue service in Q1 2031, and the 57th and 106th vehicles to enter revenue service by end of Q4 2032 and Q1 2034, respectively. This rate of Conditional Acceptance is currently anticipated to be sufficient to open new Link Extensions such as West Seattle and Tacoma Dome. The Final Acceptance of 106 LRVs in the base order was projected to be complete in 2032 when the project was presented to the Board last year; however this projection is currently revised to 2035 based on feedback from the industry on reasonable durations for the testing phase of the project.

Closely Monitored Issues

- Potential lack of resources for project initiation and management. Sound Transit is engaging closely with the industry to enhance interest and wide participation by car builders in Series 3 LRV procurement.
- Potential very high vehicle cost due to inflation, labor shortage, and supply chain challenges. Sound Transit is exploring the use of indexed pricing model for this procurement and discussing with the car build industry and trade organizations such as APTA to minimize market trend impacts on pricing.

Project Cost Summary

The Series 3 LRV Fleet Project has an authorized project allocation budget of $33.0M. The project cost is summarized into two cost tables. The first table is in accordance with Sound Transit's Work Breakdown Structure (WBS) displaying the cost summary by phase. The second table summarizes project cost by SCC, in accordance to the FTA Standard Cost Categories (SCC) format. Both tables show figures in millions.

The project total expenditure incurred to date is around $200K to which a majority of the cost are attributed to the Administration phase. The current period expenditure is approximately $20K, cost all attributable to the Administration cost.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
Administration	$7.9	$0.2	$0.2	$7.9	$0.0
Construction Services	$25.1	$0.0	$0.0	$25.1	$0.0
Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0
Total	**$33.0**	**$0.2**	**$0.2**	**$33.0**	**$0.0**

Cost Summary by SCC

SCC Elements	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
Construction Subtotal (SCC 10 - 50)	$0.0	$0.0	$0.0	$0.0	$0.0
60 ROW, Land, Existing Improvements	$0.0	$0.0	$0.0	$0.0	$0.0
70 Vehicles	$25.0	$0.0	$0.0	$25.0	$0.0
80 Professional Services	$7.7	$0.2	$0.2	$7.7	$0.0
90 Contingency	$0.3	$0.0	$0.0	$0.3	$0.0
Capital Total (SCC 10 - 90)	**$33.0**	**$0.2**	**$0.2**	**$33.0**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

**The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.*

Link Light Rail
Tacoma Dome Link Extension

Project Summary

Scope

Limits	Federal Way Transit Center to South Federal Way, Fife, Portland Avenue, and Tacoma Dome
Alignment	The Tacoma Dome Link Extension (TDLE) expands light rail 9.7 miles from the Federal Way Transit Center to Tacoma. The representative alignment travels adjacent to I-5 with four stations.
Stations	South Federal Way, Fife, Portland Avenue and Tacoma Dome
Systems	Signals, traction power, communications (SCADA), Operations and Maintenance Facility South (OMF South)
Phase	Planning: TDLE Conceptual Engineering (CE) and OMF South Preliminary Engineering (PE)
Budget	$299.1 M for: TDLE through Phase 2 CE and OMF South through Phase 3 PE
Schedule	Target Dates: OMF South, 2032 Tacoma Dome Station, 2035

A separate project, Tacoma Dome Station Parking and Access Improvements, will fund non-motorized and/or parking improvements in the vicinity of Tacoma Dome Station. This project will be developed in parallel with TDLE.

** This project is in development and project report will be updated quarterly effective June 2023.*

Map of Tacoma Dome Link Extension

Key Project Activities

Major activities are highlighted below. Additional activities for this report period can be found on the following report pages.

Tacoma Dome Link Extension (TDLE)

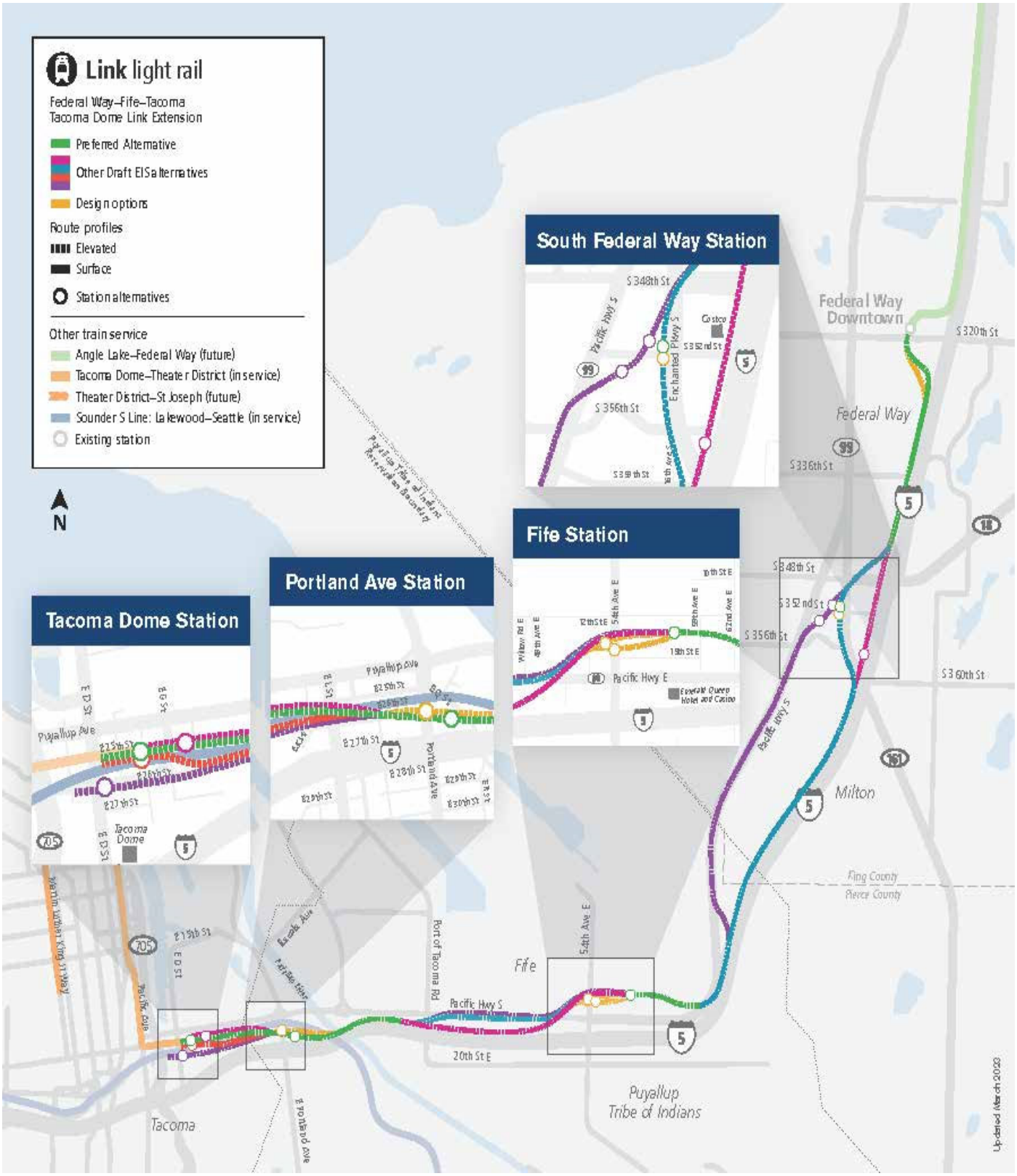
- Continued development of DEIS to include additional station options in Fife, additional alignment alternative and corresponding station option(s) in South Federal Way as a result of March Board action (Motion No. M2023-19).

Operations and Maintenance Facility South (OMF South)

- Geotechnical borings in the proposed OMF South project area and related Real Properties and engagement coordination with property owners.
- Preferred DBPM selected and presented to Board of Directors. Project schedule updated accordingly.
- Update presented to System Expansion Committee (SEC) on May 11th, discussion on project advancement since Board's identification of preferred alternative in 2021.
- Beginning development of preliminary engineering documents to be used for RFP.

Project Map

Graphic below depicts additional detail of the project route and station alignments being considered.



Project Cost Summary

The Tacoma Dome Link Extension and OMF South project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

For this period $2.2M was incurred. The majority of project expenditures were for preliminary engineering associated with TDLE Phase 2 and OMF South Phase 3.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
Administration	$31.3	$20.9	$20.6	$31.3	$0.0
Preliminary Engineering	$97.8	$93.4	$52.0	$97.8	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$20.0	$0.0	$0.0	$20.0	$0.0
3rd Party Agreements	$6.4	$4.7	$1.8	$6.4	$0.0
Construction	$0.0	$0.0	$0.0	$0.0	$0.0
Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$143.6	$1.5	$1.1	$143.6	$0.0
Total	**$299.1**	**$120.5**	**$75.4**	**$299.1**	**$0.0**

Cost Summary by SCC

SCC Element	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
10 Guideway & Track	$0.0	$0.0	$0.0	$0.0	$0.0
20 Stations	$0.0	$0.0	$0.0	$0.0	$0.0
30 Support Facilities	$0.0	$0.0	$0.0	$0.0	$0.0
40 Sitework & Special Conditions	$0.0	$0.0	$0.0	$0.0	$0.0
50 Systems	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Subtotal (10 - 50)	**$0.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**
60 ROW, Land	$128.6	$1.5	$1.1	$128.6	$0.0
80 Professional Services	$154.7	$119.0	$74.3	$154.7	$0.0
90 Unallocated Contingency	$15.8	$0.0	$0.0	$15.8	$0.0
Total (10 - 90)	**$299.1**	**$120.5**	**$75.4**	**$299.1**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

**The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.*

Risk Management

The following are the top project-wide risks:

Tacoma Dome Link Extension (TDLE)

- The capital cost estimate for the additional alignment alternative added for study in the Draft EIS (Pac Hwy/SR99) is expected to be greater than current estimate for I-5 alternative in the Financial Plan.
- Heightened risk of design changes or unanticipated mitigation associated with cultural and/or natural resources may increase project cost and extend schedule.
- Environmental mitigation costs could increase.
- Potential impacts from higher real estate and construction costs.
- Potential design or construction challenges could emerge as work progresses, including crossing of Puyallup River may increase time needed.
- Unknown requests / requirements from third parties could result in higher costs.
- Potential permitting challenges and other necessary timely coordination / approvals with many permitting authorities.

OMF South

- Preferred Alternative in Federal Way requires street vacation and code deviation, negotiations and/ or mitigations could impact schedule.
- Delays associated with the real estate acquisition process could delay the schedule.
- ST requirements change (i.e. Significant increase in storage requirements) that results in more property acquisition or changes to the EIS may increase project cost and delay schedule.
- Environmental permitting challenges. An ecosystem mitigation plan acceptable to all parties, may take longer to negotiate and/or cost more than anticipated. A comprehensive mitigation plan will be required to mitigate unavoidable impacts to ecosystem resources on the S 336th Street site.
- Right-of-way cost may increase more than projected escalation rates as a result of property value increases in the region.
- Third party coordination and/or unanticipated required mitigation could increase cost.
- Unidentified utility conflicts, contaminated soil and/or groundwater may be discovered during construction, increasing cost.
- ST requirements change (ie. Elements of the facility require more space that increases the size of a facility) in a way that does not require any additional property acquisition or changes to the EIS may increase project cost and result in schedule delay.

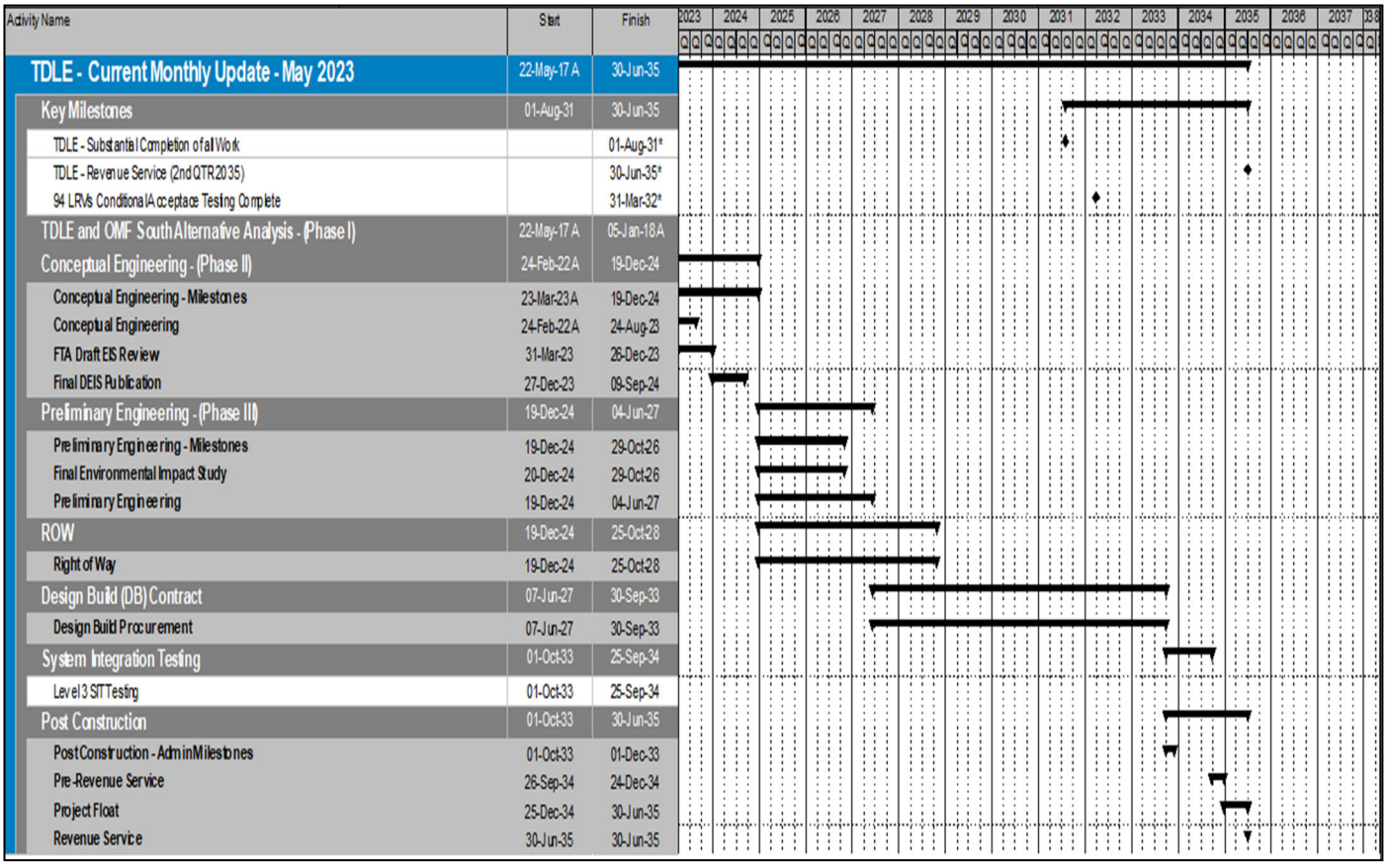
Tacoma Dome Link Extension

Current Progress

- Staff will continue production of the DEIS following March Board action to add alternative and station options.
- Staff will monitor progress according to milestone schedule dates, while PD and executive team meet regularly to monitor schedule progress and develop mitigation actions as needed.
- Continued regular coordination with FTA, the Cities of Fife, Milton, Federal Way and Tacoma.
- Cost estimate for new alignment will be developed as design advances and added to the Financial Plan.

TDLE Project Schedule

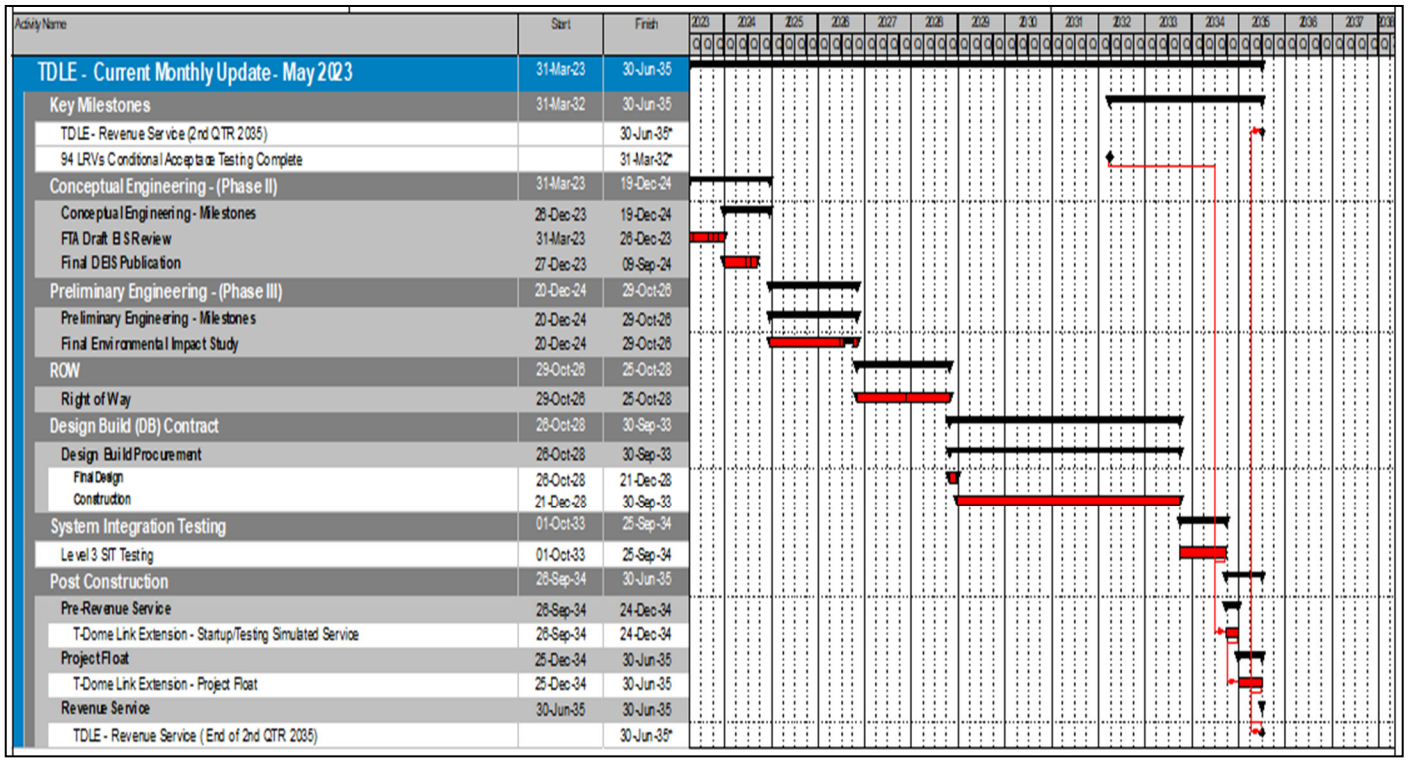
Below is the May 2023 schedule, reflects the Board approval of a new station options in Fife and additional alignment alternative in South Federal Way for evaluation in the Draft EIS. The corresponding impacts of the EIS publication being extended has resulted in a three (3) calendar year delay to the Revenue Service, now scheduled for Q2 2035.



Activity Name	Start	Finish
TDLE - Current Monthly Update - May 2023	22-May-17 A	30-Jun-35
Key Milestones	01-Aug-31	30-Jun-35
TDLE - Substantial Completion of all Work		01-Aug-31*
TDLE - Revenue Service (2nd QTR 2035)		30-Jun-35*
94 LRVs Conditional Acceptace Testing Complete		31-Mar-32*
TDLE and OMF South Alternative Analysis - (Phase I)	22-May-17 A	05-Jan-18 A
Conceptual Engineering - (Phase II)	24-Feb-22 A	19-Dec-24
Conceptual Engineering - Milestones	23-Mar-23 A	19-Dec-24
Conceptual Engineering	24-Feb-22 A	24-Aug-23
FTA Draft EIS Review	31-Mar-23	26-Dec-23
Final DEIS Publication	27-Dec-23	09-Sep-24
Preliminary Engineering - (Phase III)	19-Dec-24	04-Jun-27
Preliminary Engineering - Milestones	19-Dec-24	29-Oct-26
Final Environmental Impact Study	20-Dec-24	29-Oct-26
Preliminary Engineering	19-Dec-24	04-Jun-27
ROW	19-Dec-24	25-Oct-28
Right of Way	19-Dec-24	25-Oct-28
Design Build (DB) Contract	07-Jun-27	30-Sep-33
Design Build Procurement	07-Jun-27	30-Sep-33
System Integration Testing	01-Oct-33	25-Sep-34
Level 3 SIT Testing	01-Oct-33	25-Sep-34
Post Construction	01-Oct-33	30-Jun-35
Post Construction - Admin Milestones	01-Oct-33	01-Dec-33
Pre-Revenue Service	26-Sep-34	24-Dec-34
Project Float	25-Dec-34	30-Jun-35
Revenue Service	30-Jun-35	30-Jun-35

TDLE Critical Path Analysis

The critical path for TDLE is running through Phase 2 publishing of the DEIS and ST Board Preferred Alternative identified / confirmed. Any slippage to Phase 2 and Phase 3 could impact the Revenue Service target date completion of Q2 2035.



Activity Name	Start	Finish
TDLE - Current Monthly Update - May 2023	31-Mar-23	30-Jun-35
Key Milestones	31-Mar-32	30-Jun-35
TDLE - Revenue Service (2nd QTR 2035)		30-Jun-35*
94 LRVs Conditional Acceptance Testing Complete		31-Mar-32*
Conceptual Engineering - (Phase II)	31-Mar-23	19-Dec-24
Conceptual Engineering - Milestones	26-Dec-23	19-Dec-24
FTA Draft EIS Review	31-Mar-23	26-Dec-23
Final DEIS Publication	27-Dec-23	09-Sep-24
Preliminary Engineering - (Phase III)	20-Dec-24	29-Oct-26
Preliminary Engineering - Milestones	20-Dec-24	29-Oct-26
Final Environmental Impact Study	20-Dec-24	29-Oct-26
ROW	29-Oct-26	25-Oct-28
Right of Way	29-Oct-26	25-Oct-28
Design Build (DB) Contract	26-Oct-28	30-Sep-33
Design Build Procurement	26-Oct-28	30-Sep-33
Final Design	26-Oct-28	21-Dec-28
Construction	21-Dec-28	30-Sep-33
System Integration Testing	01-Oct-33	25-Sep-34
Level 3 SIT Testing	01-Oct-33	25-Sep-34
Post Construction	26-Sep-34	30-Jun-35
Pre-Revenue Service	26-Sep-34	24-Dec-34
T-Dome Link Extension - Startup/Testing Simulated Service	26-Sep-34	24-Dec-34
Project Float	25-Dec-34	30-Jun-35
T-Dome Link Extension - Project Float	25-Dec-34	30-Jun-35
Revenue Service	30-Jun-35	30-Jun-35
TDLE - Revenue Service (End of 2nd QTR 2035)		30-Jun-35*

Community Engagement

- Briefing with property owner in Milton.

Operations and Maintenance Facility South

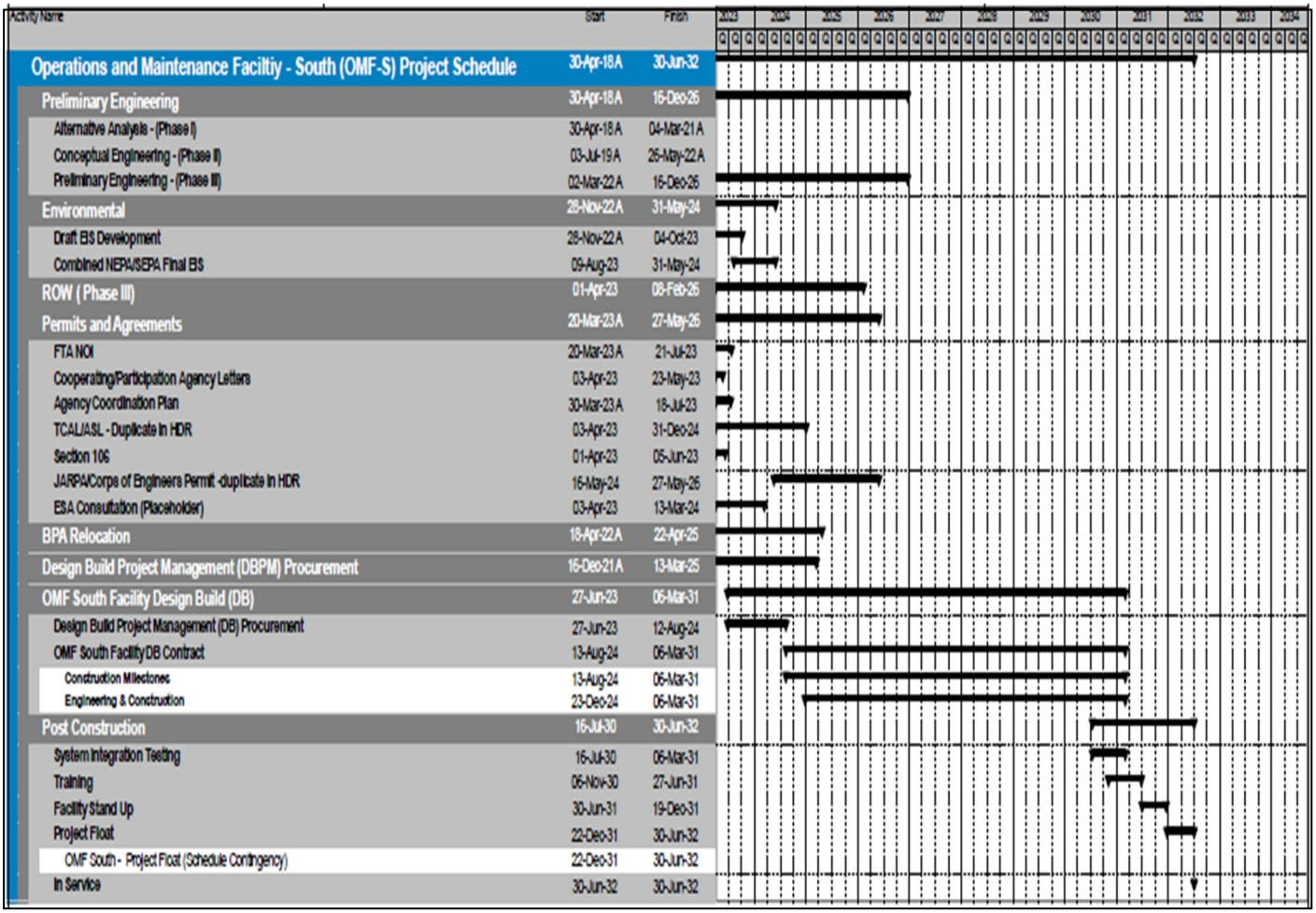
Current Progress

- Continued work on the Final Environmental Impact Statement (FEIS) and supporting design.
- Continued coordination with environmental permitting agencies.
- Continued regular coordination with City of Federal Way on design, land use, city code and permitting.
- Coordinating with Real Properties in preparation for drop-in open houses.

OMF South Project Schedule

Below is the summary schedule as of May 30, 2023. Current schedule to shows additional time for combined NEPA/SEPA Final EIS which impacts Q4 2029 Facility In Service date to a Q2 2032 Facility Service date.

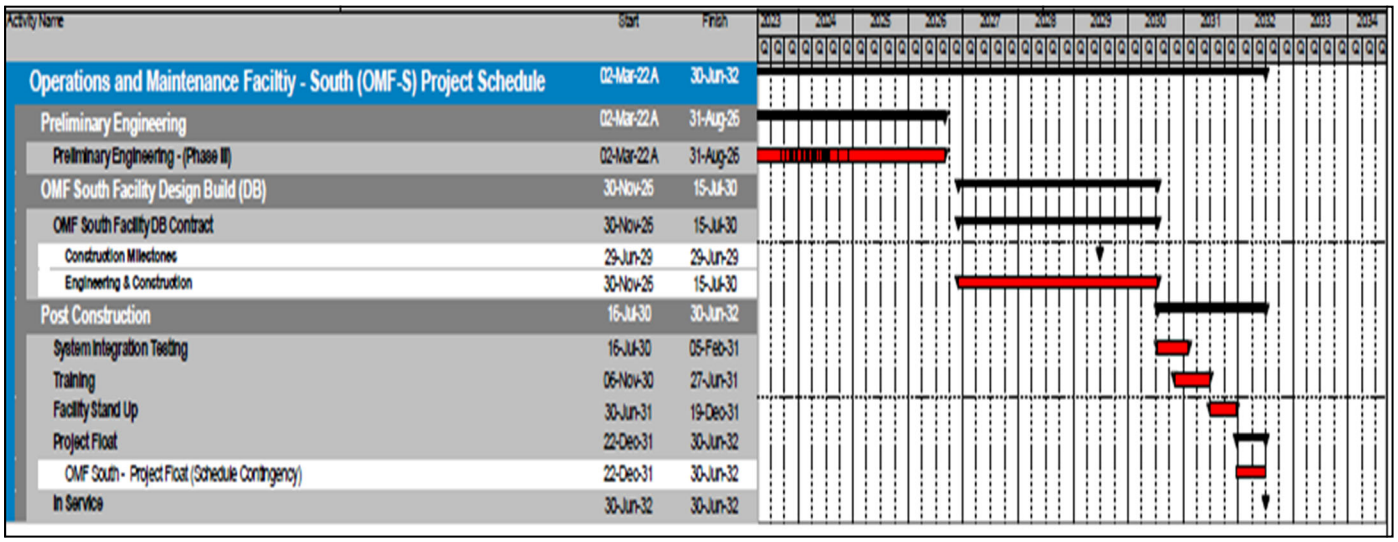
Project is Phase 3 with the Final SEPA/FEIS milestone is forecasted for Q2 2024.



Activity Name	Start	Finish
Operations and Maintenance Faciltiy - South (OMF-S) Project Schedule	30-Apr-18 A	30-Jun-32
Preliminary Engineering	30-Apr-18 A	16-Dec-26
Alternative Analysis - (Phase I)	30-Apr-18 A	04-Mar-21 A
Conceptual Engineering - (Phase II)	03-Jul-19 A	26-May-22 A
Preliminary Engineering - (Phase III)	02-Mar-22 A	16-Dec-26
Environmental	28-Nov-22 A	31-May-24
Draft EIS Development	28-Nov-22 A	04-Oct-23
Combined NEPA/SEPA Final EIS	09-Aug-23	31-May-24
ROW (Phase III)	01-Apr-23	08-Feb-26
Permits and Agreements	20-Mar-23 A	27-May-26
FTA NOI	20-Mar-23 A	21-Jul-23
Cooperating/Participation Agency Letters	03-Apr-23	23-May-23
Agency Coordination Plan	30-Mar-23 A	18-Jul-23
TCAL/ASL - Duplicate in HDR	03-Apr-23	31-Dec-24
Section 106	01-Apr-23	05-Jun-23
JARPA/Corps of Engineers Permit -duplicate in HDR	16-May-24	27-May-26
ESA Consultation (Placeholder)	03-Apr-23	13-Mar-24
BPA Relocation	18-Apr-22 A	22-Apr-25
Design Build Project Management (DBPM) Procurement	16-Dec-21 A	13-Mar-25
OMF South Facility Design Build (DB)	27-Jun-23	06-Mar-31
Design Build Project Management (DB) Procurement	27-Jun-23	12-Aug-24
OMF South Facility DB Contract	13-Aug-24	06-Mar-31
Construction Milestones	13-Aug-24	06-Mar-31
Engineering & Construction	23-Dec-24	06-Mar-31
Post Construction	16-Jul-30	30-Jun-32
System Integration Testing	16-Jul-30	06-Mar-31
Training	06-Nov-30	27-Jun-31
Facility Stand Up	30-Jun-31	19-Dec-31
Project Float	22-Dec-31	30-Jun-32
OMF South - Project Float (Schedule Contingency)	22-Dec-31	30-Jun-32
In Service	30-Jun-32	30-Jun-32

OMF South Critical Path Analysis

The critical path for OMF South is running through Preliminary Engineering Final Environmental Impact Statement effort and issuance of Request For Proposal (RFP) procurement of the design-build contractor.



Community Engagement

- No activities in this reporting period.

Right of Way

The Right of Way effort for this project involves the acquisition of a range of property interests which includes compensable (e.g. fee acquisitions, guideway easements, permanent easements and temporary construction easements) and non-compensable rights (e.g. rights of entry). These acquisitions may result in owner and tenant residential and commercial relocations. The right-of-way program status for this period is summarized in the following table.

Tacoma Dome Link Extension Property Acquisition Status					
ACQUISITION				RELOCATION	
Total Acquisitions*	Board Approved*	Offers Made to date	Closings to date	Relocations Required	Relocations Completed to date
0	0	0	0	0	0

**All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.*

Total Acquisitions: Defined as parcels recognizing only land, not owners

Board Approved: Based on parcels and properties (including multi-unit acquisitions)

Offers/Closings: Based on inclusive offers made to separate owners and interest holders

Relocations: Based on number of affected individuals

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Project has planned 130.5 average FTEs per month for the year 2023. To date, both ST and consultant actual staffing levels have recorded an underrun variance to the Planned Monthly FTE average. Since the decision to add the test track and refined site layout to the environmental review, the OMF South effort has ramped up and expecting to be steady. Board approved new alignment of TDLE project and it is expected that HDR burn rate increases gradually.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	30.5	21.0	9.5
Consultants	100	46.9	53.1
TOTAL	130.5	67.9	62.6

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
M2023-38	Contract Award for Design-Build Project Management Services for Operations and Maintenance Facility South Project	05/11/2023

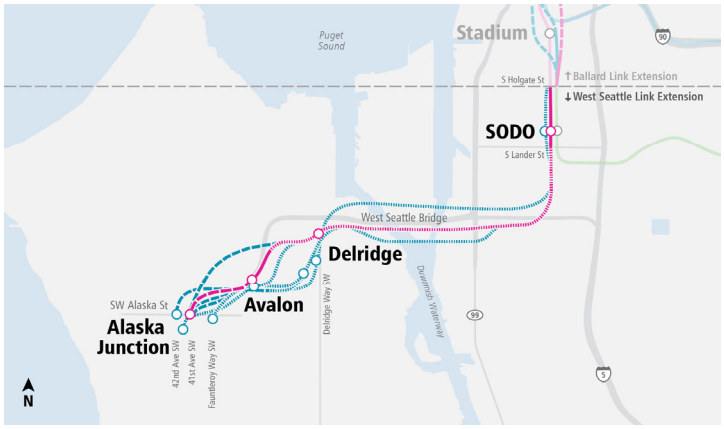
Link Light Rail
West Seattle Link Extension

Project Summary

Scope

The West Seattle Extension includes 4.7 miles of light rail from downtown Seattle to West Seattle's Alaska Junction neighborhood and includes a bridge across the Duwamish Waterway.

The Draft EIS included alternatives on the south and north side of the West Seattle Bridge and elevated and tunnel guideway alternatives in West Seattle Junction.



Map of Project Alignment

Phase

Planning

Budget

$225.0M through completion of Preliminary Engineering

Schedule

Target date: 2032

** This project is in development and project report will be updated quarterly effective June 2023.*

Key Project Activities

- Continued Phase 3 project development activities to prepare the Final EIS and conduct Preliminary Engineering.
- Continued engagement with partner and regulatory agencies, stakeholder groups and property owners regarding environmental process and next steps.

Project Cost Summary

The West Seattle Link Extension is voter-approved projects under the ST3 Plan. The current Authorized Project Allocation (budget) for the project that has been approved by the Sound Transit Board allows staff to conduct alternatives development, followed by an Environmental Impact Statement, leading to ST Board selection of the project to be built and FTA issuance of a Record of Decision in 2023.

Out of the total Authorized Project Allocation, the project is authorized and planned to incur approximately $24M in 2023 for coordinating Final EIS development, preliminary engineering, project administration and stakeholder engagement.

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
Administration	$14.5	$3.5	$3.5	$14.5	$0.0
Preliminary Engineering	$84.2	$44.7	$30.7	$84.2	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$1.6	$0.0	$0.0	$1.6	$0.0
3rd Party Agreements	$2.7	$1.0	$0.7	$2.7	$0.0
Construction	$0.0	$0.0	$0.0	$0.0	$0.0
Light Rail Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$122.1	$1.3	$1.1	$122.1	$0.0
Total	**$225.0**	**$50.5**	**$36.0**	**$225.0**	**$0.0**

Cost Summary by SCC

SCC Element	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
10 Guideway & Track	$0.0	$0.0	$0.0	$0.0	$0.0
20 Stations	$0.0	$0.0	$0.0	$0.0	$0.0
30 Support Facilities	$0.0	$0.0	$0.0	$0.0	$0.0
40 Sitework & Special Conditions	$0.0	$0.0	$0.0	$0.0	$0.0
50 Systems	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Subtotal (10 - 50)	**$0.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**
60 Row, Land	$121.8	$1.3	$1.1	$121.8	$0.0
80 Professional Services	$96.0	$49.2	$34.9	$96.0	$0.0
90 Unallocated Contingency	$7.2	$0.0	$0.0	$7.2	$0.0
Total (10 - 90)	**$225.0**	**$50.5**	**$36.0**	**$225.0**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

**The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.*

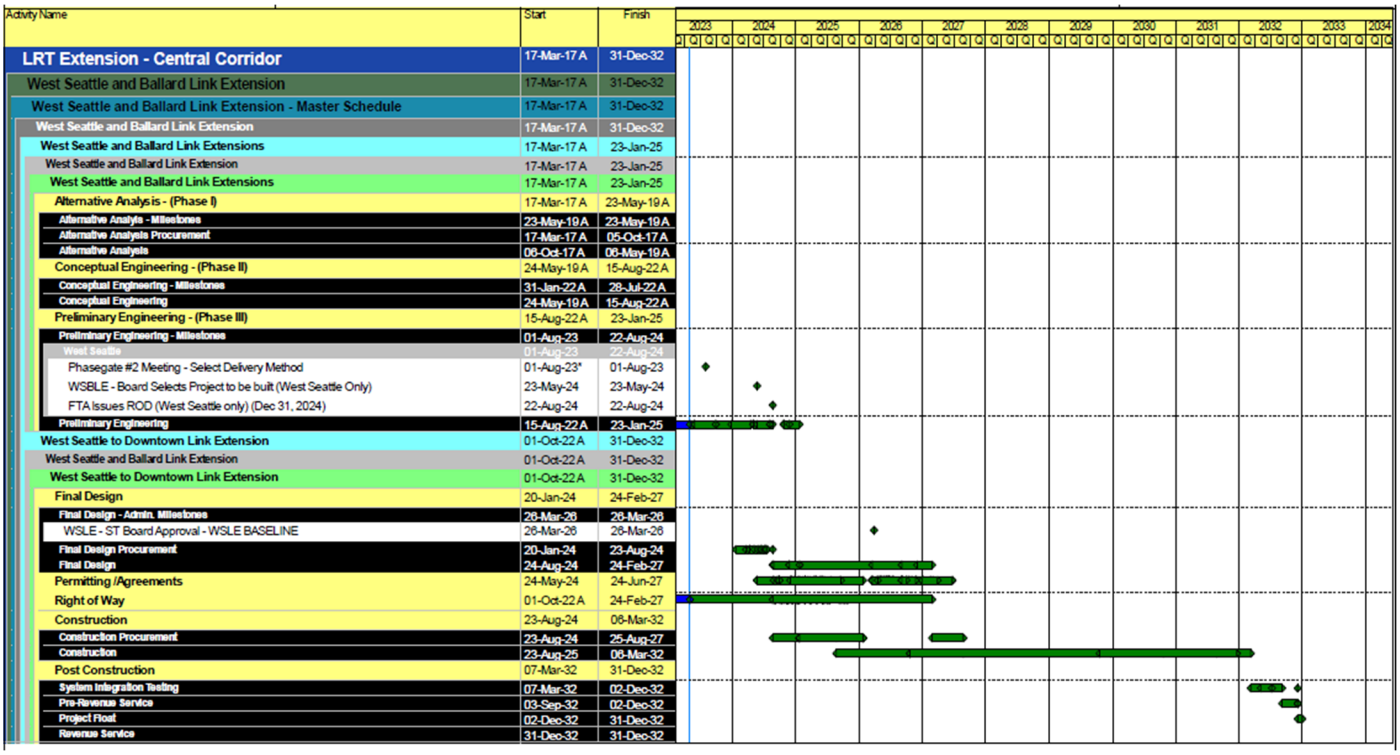
Risk Management

The following are the top project-wide risks:

- Additional environmental process requirements will further impact the schedule for completion of environmental documentation and design.
- Complexity of alignment in a constrained environment with challenging topography and waterway crossing.
- Potential construction effects in a constrained environment.
- Potential schedule risks associated with real estate acquisition process.
- Budget risk due to higher current real estate costs and construction costs.
- Potential permitting challenges and other necessary coordination/approvals could delay the project and add cost.

Project Schedule

The Board of Directors announced their realignment decision in August 2021, which included a target revenue service date of 2032. The Draft EIS for the combined West Seattle and Ballard Link Extensions was published in January 2022. After several months of delay associated with an extended public comment period, the Board identified a Preferred Alternative for the West Seattle Extension in July 2023 (and subsequently approved Phase 3 Preliminary Engineering NTP); the Board also directed further studies in a number of areas. The delay in identification of the Preferred Alternative and the associated Board requested further studies will necessitate adjustments to the environmental process and schedule, which will affect the Select Project to be Built milestone (which could potentially move to late 2024) as well as subsequent milestones including the revenue service date.


Activity Name
Start
Finish
2023
2024
2025
2026
2027
2028
2029
2030
2031
2032
2033
2034
LRT Extension - Central Corridor 17-Mar-17 A 31-Dec-32
West Seattle and Ballard Link Extension 17-Mar-17 A 31-Dec-32
West Seattle and Ballard Link Extension - Master Schedule 17-Mar-17 A 31-Dec-32
West Seattle and Ballard Link Extension 17-Mar-17 A 31-Dec-32
West Seattle and Ballard Link Extensions 17-Mar-17 A 23-Jan-25
West Seattle and Ballard Link Extension 17-Mar-17 A 23-Jan-25
West Seattle and Ballard Link Extensions 17-Mar-17 A 23-Jan-25
Alternative Analysis - (Phase I) 17-Mar-17 A 23-May-19 A
Alternative Analysis - Milestones 23-May-19 A 23-May-19 A
Alternative Analysis Procurement 17-Mar-17 A 05-Oct-17 A
Alternative Analysis 06-Oct-17 A 06-May-19 A
Conceptual Engineering - (Phase II) 24-May-19 A 15-Aug-22 A
Conceptual Engineering - Milestones 31-Jan-22 A 28-Jul-22 A
Conceptual Engineering 24-May-19 A 15-Aug-22 A
Preliminary Engineering - (Phase III) 15-Aug-22 A 23-Jan-25
Preliminary Engineering - Milestones 01-Aug-23 22-Aug-24
West Seattle 01-Aug-23 22-Aug-24
Phasegate #2 Meeting - Select Delivery Method 01-Aug-23* 01-Aug-23
WSBLE - Board Selects Project to be built (West Seattle Only) 23-May-24 23-May-24
FTA Issues ROD (West Seattle only) (Dec 31, 2024) 22-Aug-24 22-Aug-24
Preliminary Engineering 15-Aug-22 A 23-Jan-25
West Seattle to Downtown Link Extension 01-Oct-22 A 31-Dec-32
West Seattle and Ballard Link Extension 01-Oct-22 A 31-Dec-32
West Seattle to Downtown Link Extension 01-Oct-22 A 31-Dec-32
Final Design 20-Jan-24 24-Feb-27
Final Design - Admin. Milestones 26-Mar-26 26-Mar-26
WSLE - ST Board Approval - WSLE BASELINE 26-Mar-26 26-Mar-26
Final Design Procurement 20-Jan-24 23-Aug-24
Final Design 24-Aug-24 24-Feb-27
Permitting /Agreements 24-May-24 24-Jun-27
Right of Way 01-Oct-22 A 24-Feb-27
Construction 23-Aug-24 06-Mar-32
Construction Procurement 23-Aug-24 25-Aug-27
Construction 23-Aug-25 06-Mar-32
Post Construction 07-Mar-32 31-Dec-32
System Integration Testing 07-Mar-32 02-Dec-32
Pre-Revenue Service 03-Sep-32 02-Dec-32
Project Float 02-Dec-32 31-Dec-32
Revenue Service 31-Dec-32 31-Dec-32

Community Engagement

- Conducted outreach to three property owners.
- Sponsored one community event in West Seattle.
- Contacted nearby property owners and tenants regarding continued fieldwork activities throughout the project corridor.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The planned FTE monthly average takes peaks and valleys in activity into account, whereas the YTD monthly average only reflects January—May actuals. Staffing variance reflects extension of DEIS schedule to accommodate internal and external agency capacity in response to COVID-19.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	12.9	18.5	(5.6)
Consultants	38.7	22.0	16.7
TOTAL	51.6	40.5	11.1

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
	No Action this Period	

Progress Report

Regional Express & STRIDE Programs

ST Express Bus routes connects major regional hubs throughout the three counties (King, Pierce, and Snohomish)

May | 2023

Prepared by Project Controls I Portfolio Services Office

ST Regional Express and STRIDE Rapid Transit Bus Routes

Bus Base North: This project establishes the operations and maintenance facility necessary to support BRT operations. The Bus Base North will accommodate up to 120 buses to serve I-405 and SR 522/145th BRT and some ST Express routes.

I-405 Bus Rapid Transit: This project establishes Bus Rapid Transit (BRT) from the Lynnwood Transit Center to Bellevue Transit Center and Burien Transit Center via I-405 and SR 518. The project relies on the I-405 express toll lane system where available, Business Access Transit (BAT) lanes, and bus-only lanes. Project elements include parking, station access improvements, and 11 pairs of stations, including a new transit center in South Renton and new stations at Northeast 85th Street with connection to Downtown Kirkland and at Northeast 44th Street in Renton.

SR522 Bus Rapid Transit: This project establishes BRT from the Link station at I-5 and Northeast 145th Street to UW Bothell, with service continuing at lower frequencies to Woodinville. On Northeast 145th Street, this project includes transit priority spot treatments to facilitate BRT movement through corridor bottlenecks. On SR 522 the majority of the corridor through Lake Forest Park, Kenmore and Bothell will feature BAT lanes, with transit-supportive enhancements on arterials from downtown Bothell to UW Bothell. This project includes nine pairs of stations, with additional parking at Lake Forest Park, Kenmore and Bothell and an expanded transit center at UW Bothell.

Regional Express & STRIDE Program Overview

Program Budget

The Authorized Project Allocation reflects the budget for each project through the approved project phase. As projects advance through design into construction the budget will be amended to reflect Board approved actions.

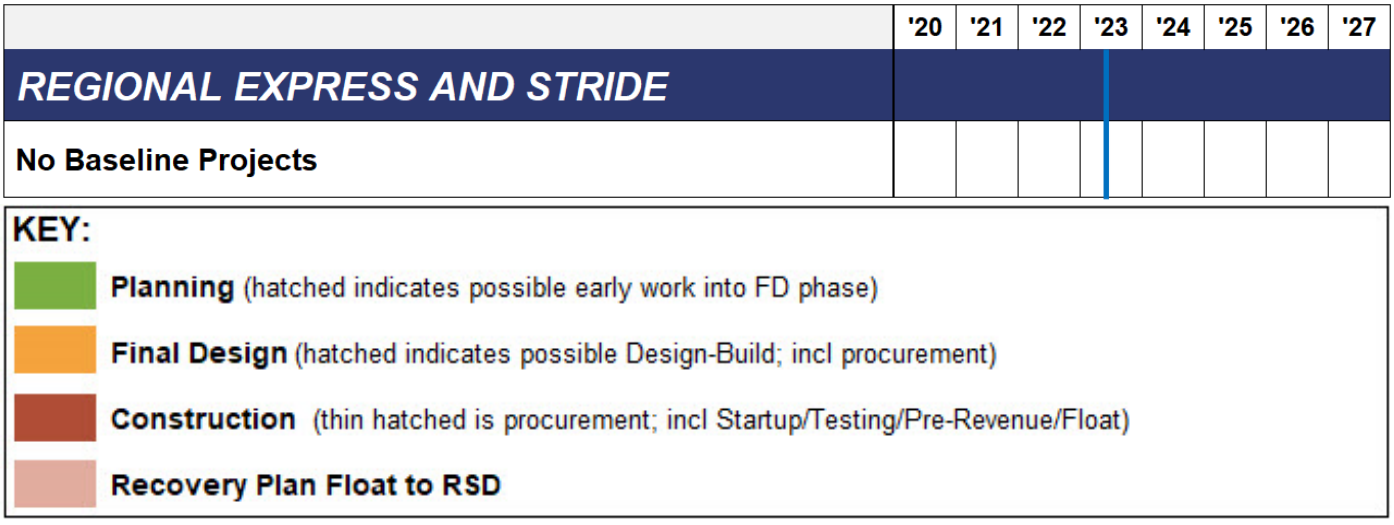
Table figures are shown in millions.

Project	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Bus Base North	$283.0	$57.0	$52.1	$283.0	$0.0
I-405 Bus Rapid Transit	$866.4	$671.6	$164.2	$866.4	$0.0
SR 522/NE 145th St Bus Rapid Transit	$250.6	$103.3	$80.1	$250.6	$0.0
Total	**$1,400.1**	**$831.9**	**$296.4**	**$1,400.1**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Program Schedule of Baseline Projects

There are no baselined projects at this time. Please see the individual project reports for schedule information.



Regional Express & STRIDE Bus Base North

Project Summary

Scope The Bus Base North will accommodate up to 120 buses to serve I-405 and SR 522/145th BRT and some ST Express routes.

Phase Final Design

Budget $283.0 Million for Preliminary Engineering, Final Design, Property Acquisition, Third Party Coordination, start of construction.

Schedule Target Date: 2025

Forecast: Q4 2026 (without float)

** This project is in development and project report will be updated quarterly effective June 2023.*

Map of Project Alignment

Key Project Activities

- Canyon Park Business Center Owners Association (CPBCOA) has approved the Conceptual Improvements with exceptions.
- 90% design effort is underway with deliverable anticipated for October 2023. Ongoing meetings with City of Bothell in preparation for conditional Use Permit application in June 2023.
- The panel has selected Nancy Blum to create a site-specific artwork and in collaboration with the design team on integration into the 90% drawings for BT001.
- 60% design deliverables were received in early June 2023.
- Final price proposals for GCCM procurement were opened on March 31 with finalists announcement to a broader group within the week of June 12.

Project Cost Summary

The project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures are shown in millions.

As part of the Sound Transit Board approval of 2023 budget, the Authorized Project Allocation has been increased by $219M to support program management with the general engineering consultant (GEC), final design progress and start procurement of construction contract.

The project cost incurred did not increase this month due to an overestimating of progress in Final Design last month.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
Administration	$10.2	$7.7	$5.7	$10.2	$0.0
Preliminary Engineering	$1.9	$1.6	$1.6	$1.9	$0.0
Final Design	$21.4	$11.5	$9.2	$21.4	$0.0
Construction Services	$1.5	$0.0	$0.0	$1.5	$0.0
3rd Party Agreements	$0.7	$0.1	$0.1	$0.7	$0.0
Construction	$199.7	$0.0	$0.0	$199.7	$0.0
Right-of-Way (ROW)	$47.7	$36.1	$35.5	$47.7	$0.0
Total	**$283.0**	**$57.0**	**$52.1**	**$283.0**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

**The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.*

Risk Management

The following are the top risks for the project:

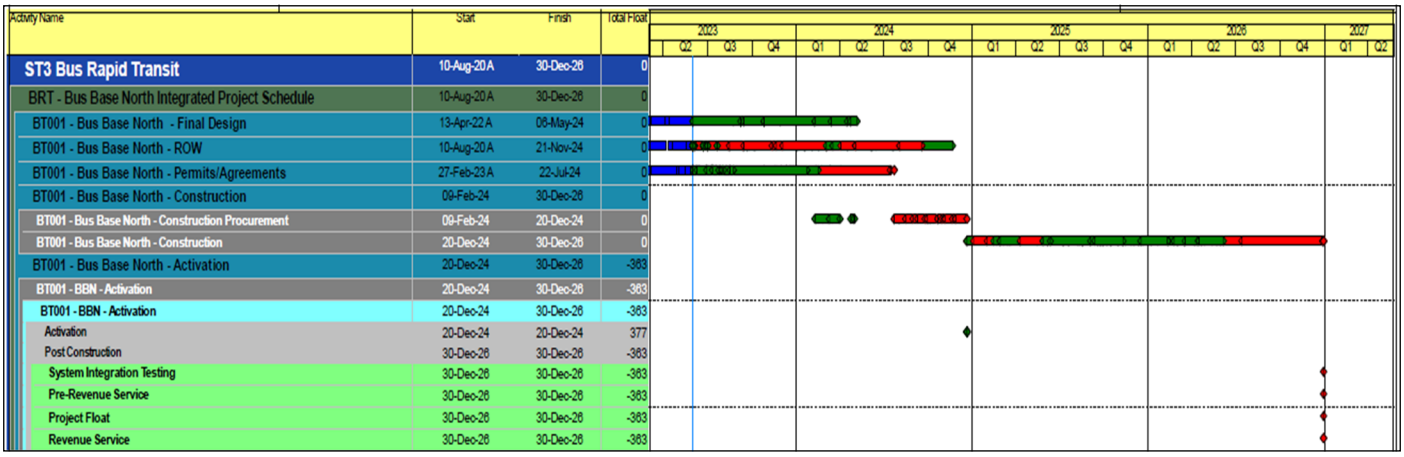
- Conducted a Quantitative Risk Assessment workshop in April 2023. Finalizing the recommendations for project baseline.
- Cost pressure due to higher inflation, higher construction costs, permitting and restrictions.
- Poor soil conditions could require additional special foundations or ground improvement. Risk Response: Sound Transit is planning to remove unsuitable soils (i.e. peat) and replace with suitable material. Geotechnical investigations are complete on site and Geotechnical Recommendations Report has been completed.
- Addressing the Canyon Park Business Center Owners Association (CPBCOA) Codes, Covenants, and Restrictions (CC&R). Risk Response: Sound Transit is actively working with the CPBCOA to resolve CC&R issues during design.
- Schedule delays would affect I-405 BRT and SR 522 BRT revenue service, depending on future phasing options.

Project Schedule

The Board of Directors announced its realignment decision in August 2021. The upcoming project milestone is Project Baselining, which is anticipated in mid-2023. The team is formulating a plan and evaluating the timeline to allow the project to baseline with a high level of confidence.

The current critical path for Bus Base North is Final Design by the GEC then construction procurement, civil construction and finishes, then systems integration and testing. Activities that need to be monitored closely are acquiring rights to deviate from restrictive covenants (CC&Rs) that prohibit Sound Transit's proposed use for the property, developing project requirements, and permitting/agreements.

The current forecast for completion is Q4 2026 (without float), or about 11 months past the Sound Transit Board realignment milestone due to the need to do additional geotechnical investigation, addressing CC&R issues and the complexity of the facility. The realignment schedule is aggressive and staff have routinely informed the Board that the current schedule is inconsistent with the target and affordable schedule. Staff and consultants are working to identify which components of the project could be deemed "complete" by the realignment milestones, and whether or not an acceleration of the project would be feasible and cost-effective. Staff mitigated some schedule risk by changing the delivery method from design-build to design-bid-build to reduce procurement timeframes and gain efficiencies. Additionally, the staff is engaging permitting agencies early to obtain feedback on design concepts and requirements.



Activity Name	Start	Finish	Total Float
ST3 Bus Rapid Transit	10-Aug-20 A	30-Dec-26	0
BRT - Bus Base North Integrated Project Schedule	10-Aug-20 A	30-Dec-26	0
BT001 - Bus Base North - Final Design	13-Apr-22 A	06-May-24	0
BT001 - Bus Base North - ROW	10-Aug-20 A	21-Nov-24	0
BT001 - Bus Base North - Permits/Agreements	27-Feb-23 A	22-Jul-24	0
BT001 - Bus Base North - Construction	09-Feb-24	30-Dec-26	0
BT001 - Bus Base North - Construction Procurement	09-Feb-24	20-Dec-24	0
BT001 - Bus Base North - Construction	20-Dec-24	30-Dec-26	0
BT001 - Bus Base North - Activation	20-Dec-24	30-Dec-26	-363
BT001 - BBN - Activation	20-Dec-24	30-Dec-26	-363
BT001 - BBN - Activation	20-Dec-24	30-Dec-26	-363
Activation	20-Dec-24	20-Dec-24	377
Post Construction	30-Dec-26	30-Dec-26	-363
System Integration Testing	30-Dec-26	30-Dec-26	-363
Pre-Revenue Service	30-Dec-26	30-Dec-26	-363
Project Float	30-Dec-26	30-Dec-26	-363
Revenue Service	30-Dec-26	30-Dec-26	-363

Community Engagement

We are committed to proactively seeking public input during all stages of the project. The I-405 BRT Community Engagement and Communication Guide establishes a stakeholder engagement process that helps ensure priorities of local communities are heard and considered along with the project-wide goals. We will collaborate with elected officials, partner staff, and adjacent property owners during the project. Sound Transit is working closely with the City of Bothell on the Bus Base North project.

May's focus included, but not limited to the following:

- Reached out to stakeholders with a workshop invite for Bus Base North.

Right of Way

The Right-of-Way effort for this project involves the acquisition of a range of property interests which includes compensable (e.g. fee acquisitions, guideway easements, permanent and temporary construction easements) and non-compensable rights (e.g. rights of entry). These acquisitions will result in owner and tenant residential and commercial relocations.

The Right-of-Way program status for this period is summarized in the following table.

Property Acquisition Status					
ACQUISITION				RELOCATION	
Total Acquisitions*	Board Approved*	Offers Made to date	Closings to date	Relocations Required	Relocations Completed to date
6	6	1	1	0	0

**All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.*

Total Acquisitions: Defined as parcels recognizing only land, not owners

Board Approved: Based on parcels and properties (including multi-unit acquisitions)

Offers/Closings: Based on inclusive offers made to separate owners and interest holders

Relocations: Based on number of affected individuals

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of Sound Transit project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Overall, the data is showing actual FTE above the Planned FTE monthly average. Staffing levels for both Sound Transit and consultants are ramping up as the project is progressing toward the start of construction in 2024.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	7.7	6.1	1.6
Consultants	43.0	45.9	(2.9)
TOTAL	50.7	52.0	(1.3)

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
	No Action this period	

Regional Express & STRIDE
I-405 Bus Rapid Transit

Project Summary

Scope — Launch a Bus Rapid Transit (BRT) system along the I-405 corridor.

Limits — Approximately 37 miles between Lynnwood and Burien

Alignment — I-405 BRT will extend along the I-5, I-405, and SR 518 corridors. BRT will serve Lynnwood, Bothell, Kirkland, Bellevue, Renton, SeaTac, Tukwila, and Burien. Buses will operate in high occupancy vehicle lanes, express toll lanes, bus only lanes, and general purpose lanes.

Stations — Lynnwood City Center, Canyon Park, SR 522/I-405 Transit Hub, Brickyard, Totem Lake/Kingsgate, NE 85th, Bellevue Transit Center, NE 44th, South Renton Transit Center (SRTC), Tukwila International Blvd Station, Burien Transit Center

Phase — Final Design

Budget — $866.4 Million for Preliminary Engineering, 100% Final Design, and funding for improvements at the NE 44th, NE 85th, and Brickyard to Canyon Park.

Schedule — Target Date: 2026 for Service Line 1 (S1); 2027 for Service Line 2 (S2); not including parking elements

Forecast: 2028 for S1 and 2029 for S2

** This project is in development and project report will be updated quarterly effective June 2023.*

Map of Project Alignment

Key Project Activities

- WSDOT and Sound Transit have identified a structural design approach to connecting into the Tukwila International Blvd Light Rail Station.
- Ongoing engagement with private developer to explore access modifications/betterment to Stride Tukwila International Blvd. Station (TIBS).
- TIBS 5% design by WSDOT has been submitted to Sound Transit for review.
- WSDOT held a cost estimating validation workshop (CEVP) for the TIBS cost estimate and schedule.
- Continued construction of the NE 44th Station.
- WSDOT issued an addendum to the Brickyard to SR 527 design/build procurement moving the completion milestones out approximately 1 year. This is pushing pressure on the S2 opening date, moving it out from 2028 to 2029.

Project Cost Summary

The project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures are shown in millions.

As part of the Sound Transit Board approval of 2023 budget, the Authorized Project Allocation has been increased by $164.2M to complete Final Design, start procurement of buses and bus operational technology, and continue construction with WSDOT.

This period expenditures increased by $16.7M total; cost attributed to $15.6M for design and construction of WSDOT-led projects, $0.5M from the engineering and program management by the GEC, $0.2M for TIBS PE, $0.2M in Sound Transit staff costs, and other small project expenditures.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
Administration	$24.2	$19.3	$17.3	$24.2	$0.0
Preliminary Engineering	$43.5	$43.7	$38.1	$43.5	$0.0
Final Design	$21.4	$11.9	$6.3	$21.4	$0.0
Construction Services	$2.8	$1.8	$0.6	$2.8	$0.0
Third Party Agreements	$4.6	$1.6	$0.9	$4.6	$0.0
Construction	$664.8	$561.1	$72	$664.8	$0.0
Vehicles	$58.0	$0	$0	$58.0	$0.0
Right-of-Way (ROW)	$47.1	$32.3	$29.0	$47.1	$0.0
Total	**$866.4**	**$671.6**	**$164.2**	**$866.4**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

**The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.*

Risk Management

The following are top project risks and response plan:

- Conducted a Quantitative Risk Assessment workshop in April 2023. Finalizing the recommendations for project baseline.
- Cost pressure due to higher inflation, higher construction costs.
- Sound Transit is partnered with WSDOT on several WSDOT-delivered projects. Delays or cost overruns could impact the service and start date for the I-405 BRT. Risk response: Close coordination with WSDOT by integrating BRT milestones into the WSDOT schedule; having Sound Transit staff and consultant participating in design and constructability reviews for BRT related facilities; and expedite reviews and decisions that need to be made by Sound Transit for WSDOT-delivered projects, which include:
    - NE 85th / I-405 Interchange.
    - Tukwila International Boulevard Station.
    - NE 44th Park-and-Ride amendment.
    - Brickyard to SR 527, North Express Toll Lanes.

Project Schedule

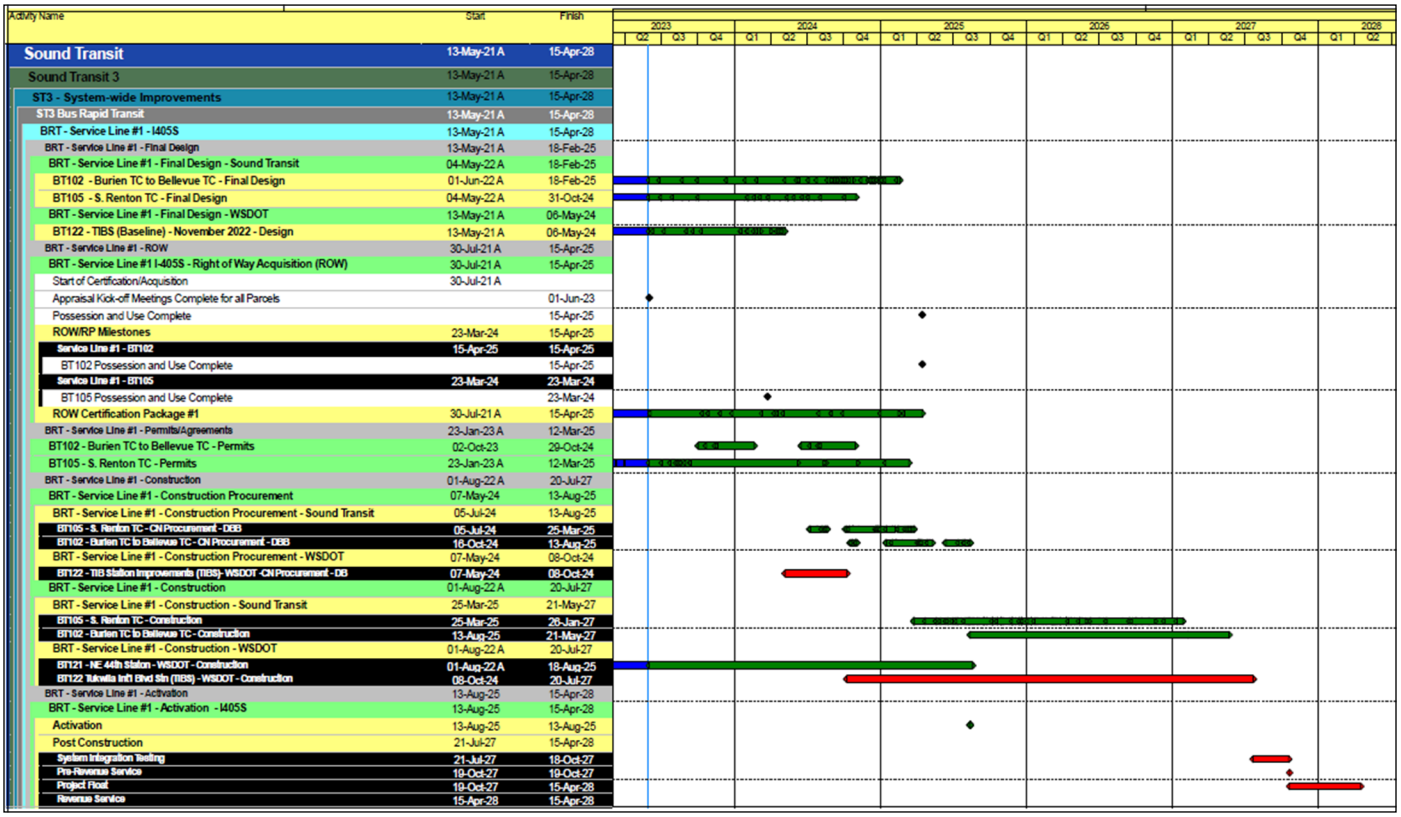
The Board of Directors announced its realignment decision in August 2021. The upcoming project milestone is Project Baselining, which is anticipated in mid-2023. The team is formulating a plan and evaluating the timeline to allow the project to baseline with a high level of confidence.

The current critical path for the I-405 BRT project is through Tukwila International Blvd Station Improvements in coordination with WSDOT, commissioning and testing, and project float contingency to service line activation.

Service Line S1: I-405 S

I-405 S, Service Line S1 opening is trending toward 2028, which is 12+ months beyond the Sound Transit Board realignment target. The trend reflects the extended duration needed to finalize and execute the preliminary design agreement with WSDOT, which pushed out the design-build procurement timeline and eventual construction completion of the Tukwila International Blvd Station. The schedule graphic below has not been updated to reflect this development because additional studies and schedule risk assessments are being conducted to formulate a new plan and inform the upcoming baseline action. However, it is increasingly clear that the realignment target date may not be met without changing the operation plan, or substantially adding costs to the project. The realignment schedule is aggressive and staff informed the Board throughout 2022 that the current schedule is inconsistent with the target and affordable schedule.

There are projects being managed by WSDOT, with elements specific to Sound Transit, such as the I-405 Renton to Bellevue Widening and Express Toll Lanes which includes the NE 44th Street interchange and BRT station, I-405 NE 85th interchange and BRT Station, and BRT stations that are part of WSDOT's I-405 North Express Toll Lanes Improvement Project.

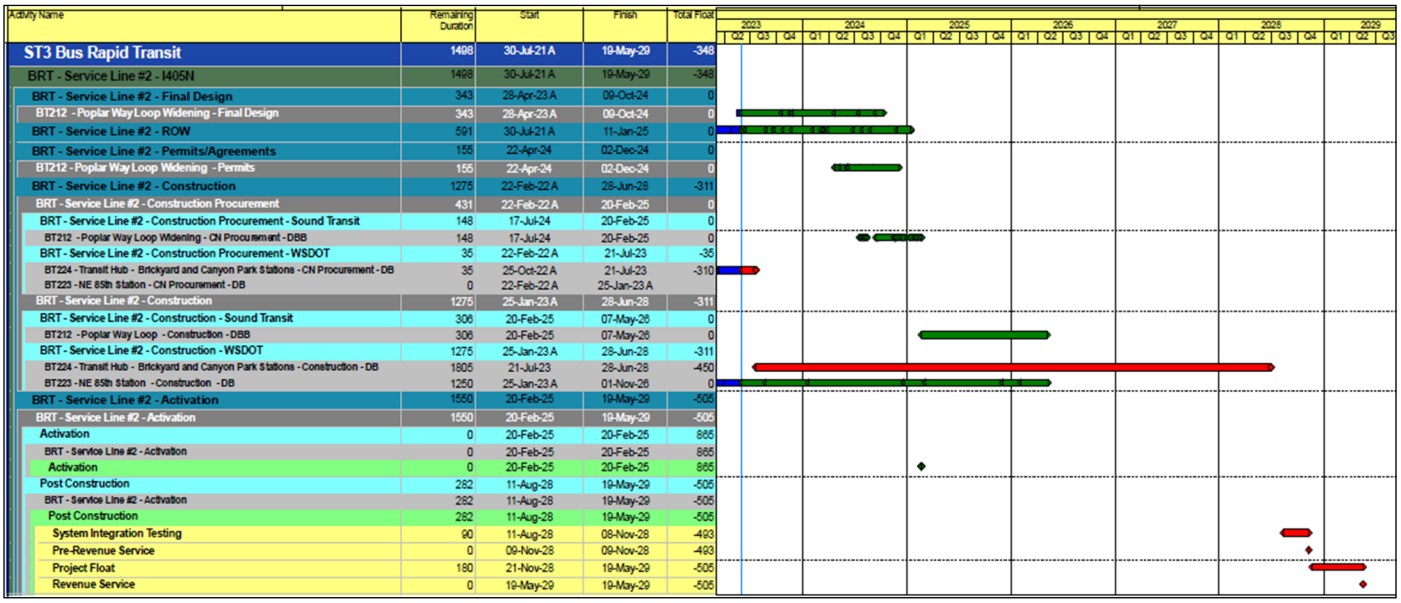

Activity Name
Start
Finish
2023
2024
2025
2026
2027
2028
Sound Transit 13-May-21 A 15-Apr-28
Sound Transit 3 13-May-21 A 15-Apr-28
ST3 - System-wide Improvements 13-May-21 A 15-Apr-28
ST3 Bus Rapid Transit 13-May-21 A 15-Apr-28
BRT - Service Line #1 - I405S 13-May-21 A 15-Apr-28
BRT - Service Line #1 - Final Design 13-May-21 A 18-Feb-25
BRT - Service Line #1 - Final Design - Sound Transit 04-May-22 A 18-Feb-25
BT102 - Burien TC to Bellevue TC - Final Design 01-Jun-22 A 18-Feb-25
BT105 - S. Renton TC - Final Design 04-May-22 A 31-Oct-24
BRT - Service Line #1 - Final Design - WSDOT 13-May-21 A 06-May-24
BT122 - TIBS (Baseline) - November 2022 - Design 13-May-21 A 06-May-24
BRT - Service Line #1 - ROW 30-Jul-21 A 15-Apr-25
BRT - Service Line #1 I-405S - Right of Way Acquisition (ROW) 30-Jul-21 A 15-Apr-25
Start of Certification/Aquisition 30-Jul-21 A
Appraisal Kick-off Meetings Complete for all Parcels 01-Jun-23
Possession and Use Complete 15-Apr-25
ROW/RP Milestones 23-Mar-24 15-Apr-25
Service Line #1 - BT102 15-Apr-25 15-Apr-25
BT102 Possession and Use Complete 15-Apr-25
Service Line #1 - BT105 23-Mar-24 23-Mar-24
BT105 Possession and Use Complete 23-Mar-24
ROW Certification Package #1 30-Jul-21 A 15-Apr-25
BRT - Service Line #1 - Permits/Agreements 23-Jan-23 A 12-Mar-25
BT102 - Burien TC to Bellevue TC - Permits 02-Oct-23 29-Oct-24
BT105 - S. Renton TC - Permits 23-Jan-23 A 12-Mar-25
BRT - Service Line #1 - Construction 01-Aug-22 A 20-Jul-27
BRT - Service Line #1 - Construction Procurement 07-May-24 13-Aug-25
BRT - Service Line #1 - Construction Procurement - Sound Transit 05-Jul-24 13-Aug-25
BT105 - S. Renton TC - CN Procurement - DBB 05-Jul-24 25-Mar-25
BT102 - Burien TC to Bellevue TC - CN Procurement - DBB 16-Oct-24 13-Aug-25
BRT - Service Line #1 - Construction Procurement - WSDOT 07-May-24 08-Oct-24
BT122 - TIB Station Improvements (TIBS)- WSDOT -CN Procurement - DB 07-May-24 08-Oct-24
BRT - Service Line #1 - Construction 01-Aug-22 A 20-Jul-27
BRT - Service Line #1 - Construction - Sound Transit 25-Mar-25 21-May-27
BT105 - S. Renton TC - Construction 25-Mar-25 26-Jan-27
BT102 - Burien TC to Bellevue TC - Construction 13-Aug-25 21-May-27
BRT - Service Line #1 - Construction - WSDOT 01-Aug-22 A 20-Jul-27
BT121 - NE 44th Station - WSDOT - Construction 01-Aug-22 A 18-Aug-25
BT122 Tukwila Intl Blvd Stn (TIBS) - WSDOT - Construction 08-Oct-24 20-Jul-27
BRT - Service Line #1 - Activation 13-Aug-25 15-Apr-28
BRT - Service Line #1 - Activation - I405S 13-Aug-25 15-Apr-28
Activation 13-Aug-25 13-Aug-25
Post Construction 21-Jul-27 15-Apr-28
System Integration Testing 21-Jul-27 18-Oct-27
Pre-Revenue Service 19-Oct-27 19-Oct-27
Project Float 19-Oct-27 15-Apr-28
Revenue Service 15-Apr-28 15-Apr-28

Project Schedule continued

Service Line S2: I-405 N

I-405 N, Service Line S2 opening is also trending toward 2029 completion, which is behind the 2027 Board realignment target. Due to multiple simultaneous procurements of WSDOT's construction projects, and the current state of the construction industry, WSDOT delayed the procurement of the I-405 North ETL. Additionally, the construction duration allowed for this project has been prolonged due to the size and complexity of the project. Similar to S1, the schedule graphic below has not yet been updated to reflect this development because additional studies and schedule risk assessments are still being conducted to formulate a new plan and inform the upcoming baseline action.

There are projects being managed by WSDOT, with elements specific to Sound Transit, such as the I-405 Renton to Bellevue Widening and Express Toll Lanes which includes the NE 44th Street interchange and BRT station, I-405 NE 85th interchange and BRT Station, and BRT stations that are part of WSDOT's I-405 North Express Toll Lanes Improvement Project.



Activity Name	Remaining Duration	Start	Finish	Total Float
ST3 Bus Rapid Transit	1498	30-Jul-21 A	19-May-29	-348
BRT - Service Line #2 - I405N	1498	30-Jul-21 A	19-May-29	-348
BRT - Service Line #2 - Final Design	343	28-Apr-23 A	09-Oct-24	0
BT212 - Poplar Way Loop Widening - Final Design	343	28-Apr-23 A	09-Oct-24	0
BRT - Service Line #2 - ROW	591	30-Jul-21 A	11-Jan-25	0
BRT - Service Line #2 - Permits/Agreements	155	22-Apr-24	02-Dec-24	0
BT212 - Poplar Way Loop Widening - Permits	155	22-Apr-24	02-Dec-24	0
BRT - Service Line #2 - Construction	1275	22-Feb-22 A	28-Jun-28	-311
BRT - Service Line #2 - Construction Procurement	431	22-Feb-22 A	20-Feb-25	0
BRT - Service Line #2 - Construction Procurement - Sound Transit	148	17-Jul-24	20-Feb-25	0
BT212 - Poplar Way Loop Widening - CN Procurement - DBB	148	17-Jul-24	20-Feb-25	0
BRT - Service Line #2 - Construction Procurement - WSDOT	35	22-Feb-22 A	21-Jul-23	-35
BT224 - Transit Hub - Brickyard and Canyon Park Stations - CN Procurement - DB	35	25-Oct-22 A	21-Jul-23	-310
BT223 - NE 85th Station - CN Procurement - DB	0	22-Feb-22 A	25-Jan-23 A	
BRT - Service Line #2 - Construction	1275	25-Jan-23 A	28-Jun-28	-311
BRT - Service Line #2 - Construction - Sound Transit	306	20-Feb-25	07-May-26	0
BT212 - Poplar Way Loop - Construction - DBB	306	20-Feb-25	07-May-26	0
BRT - Service Line #2 - Construction - WSDOT	1275	25-Jan-23 A	28-Jun-28	-311
BT224 - Transit Hub - Brickyard and Canyon Park Stations - Construction - DB	1805	21-Jul-23	28-Jun-28	-450
BT223 - NE 85th Station - Construction - DB	1250	25-Jan-23 A	01-Nov-26	0
BRT - Service Line #2 - Activation	1550	20-Feb-25	19-May-29	-505
BRT - Service Line #2 - Activation	1550	20-Feb-25	19-May-29	-505
Activation	0	20-Feb-25	20-Feb-25	865
BRT - Service Line #2 - Activation	0	20-Feb-25	20-Feb-25	865
Activation	0	20-Feb-25	20-Feb-25	865
Post Construction	282	11-Aug-28	19-May-29	-505
BRT - Service Line #2 - Activation	282	11-Aug-28	19-May-29	-505
Post Construction	282	11-Aug-28	19-May-29	-505
System Integration Testing	90	11-Aug-28	08-Nov-28	-493
Pre-Revenue Service	0	09-Nov-28	09-Nov-28	-493
Project Float	180	21-Nov-28	19-May-29	-505
Revenue Service	0	19-May-29	19-May-29	-505

Community Engagement

We are committed to proactively seeking public input during all stages of the project. The I-405 BRT Community Engagement and Communication Guide establishes a stakeholder engagement process that helps ensure priorities of local communities are heard and considered along with the project-wide goals. We will collaborate with elected officials, partner staff, and local communities throughout the project.

During this reporting period, the project team

- Sent one project email update to the I-405 BRT listserv, reaching approximately 2,600 subscribers. Topics included the release of the Spring 2023 Engagement Summary and next steps for Stride.
- Conducted one meeting engaging Highlands Neighborhood Association—May,18,2023.

Right of Way

The Right-of-Way effort for this project involves the acquisition of a range of property interests which includes compensable (e.g. fee acquisitions, guideway easements, permanent and temporary construction easements) and non-compensable rights (e.g. rights of entry). These acquisitions will result in owner and tenant residential and commercial relocations.

The Right-of-Way program status for this period is summarized in the following table.

Property Acquisition Status					
ACQUISITION				RELOCATION	
Total Acquisitions*	Board Approved*	Offers Made to date	Closings to date	Relocations Required	Relocations Completed to date
42	22	14	6	5	5

**All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.*

Total Acquisitions: Defined as parcels recognizing only land, not owners

Board Approved: Based on parcels and properties (including multi-unit acquisitions)

Offers/Closings: Based on inclusive offers made to separate owners and interest holders

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of Sound Transit project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Overall, the data is showing the actual FTE below the Planned FTE monthly average. Staffing levels for both Sound Transit and consultants are expected to ramp up as the project is progressing toward the start of construction in 2024, which would reduce the variance number.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	12.9	10.8	2.1
Consultants	32.0	30.1	1.9
TOTAL	44.9	40.9	4.0

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160*

Sound Transit Board Actions

Board Action	Description	Date
	No Action this period	

Regional Express & STRIDE
SR 522/NE 145th Street Bus Rapid Transit

Project Summary

Scope — Launch a Bus Rapid Transit (BRT) system in the SR 522 / SR 523 Corridor between the Shoreline South/148th light rail station and the SR 522/I-405 Transit Hub near UW Bothell campus.

Limits — Approximately 8 miles between Shoreline and Bothell

Alignment — The BRT route will travel via NE 145th Street and SR 522 serving Seattle, Shoreline, Lake Forest Park, Kenmore, and Bothell, including UW Bothell/Cascadia College area. The route will have a connection to I-405 BRT at the SR 522/I-405 interchange. Buses will operate primarily in Business Access and Transit (BAT) lanes, transit queue bypass lanes, and in general purpose lanes.

Stations — 14 BRT stations along NE 145th and SR 522 in Shoreline, Lake Forest Park, Kenmore, and Bothell.

Systems — BRT Operations & Transit Signal Priority

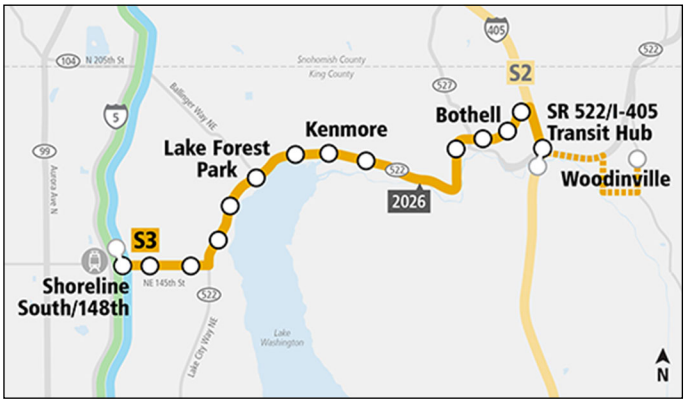
Phase — Final Design

Budget — $250.6 Million for Preliminary Engineering, 100% Final Design, Bothell Stage 3, Third Party Agreements, and Property Acquisition.

Schedule — Target Date: 2026, not including parking elements

Forecast: 2028

** This project is in development and project report will be updated quarterly effective June 2023.*



Map of Project Alignment

Illustration of BRT station design in Bothell at NE 185th ST and 104th Ave NE

Key Project Activities

- The 60% design for the Bothell segment of BRT (contract unit BT307) in current review by Sound Transit and third parties is nearly complete.
- Continued developing BT307 90% design with expectations to reach milestone in June.
- Ongoing collaboration with City of Lake Forest Park and community groups to address aesthetic concerns.

Project Cost Summary

The project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures are shown in millions.

As part of Sound Transit Board Approval of 2023 budget, the Authorized Project Allocation increased by $41.5M to support completion of Final Design, start procurement of electric buses and bus operational technologies, continue acquisition.

This period expenditures increased by $2.5M; cost attributed to $1.4M in final design and program management with the GEC, $0.3M for Sound Transit staff, $0.2M in construction (Shoreline), and $0.6M in ROW and other small project expenditures.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
Administration	$18.8	$15.1	$13.3	$18.8	$0.0
Preliminary Engineering	$15.5	$15.4	$15.3	$15.5	$0.0
Final Design	$41.5	$27.5	$18.7	$41.5	$0.0
Construction Services	$1.5	$0.0	$0.0	$1.5	$0.0
3rd Party Agreements	$7.9	$2.1	$0.9	$7.9	$0.0
Construction	$51.0	$35.0	$27.4	$51.0	$0.0
Vehicles	$30.0	$0	$0	$30.0	$0.0
Right-of-Way (ROW)	$84.4	$8.3	$4.5	$84.4	$0.0
Total	**$250.6**	**$103.3**	**$80.1**	**$250.6**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

**The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.*

Risk Management

The following are the top project risks and response plan:

- Conducted a Quantitative Risk Assessment workshop in April 2023. Finalizing the recommendations for project baseline.
- Cost pressure due to higher inflation, higher construction costs, and higher real estate costs.
- The improvements for the BRT in the SR 522/NE 145th Street corridor are complex. Staff has been working in close coordination with multiple project partners on the project development, design, property acquisitions, permitting process, and construction activities.
- Coordination of project on NE 145th and SR 522 with WSDOT and the cities of Seattle, Shoreline, and Lake Forest Park - complex jurisdictional situation and third partner expectation for Sound Transit capital investment. Partner agency staff are actively working towards a solution.

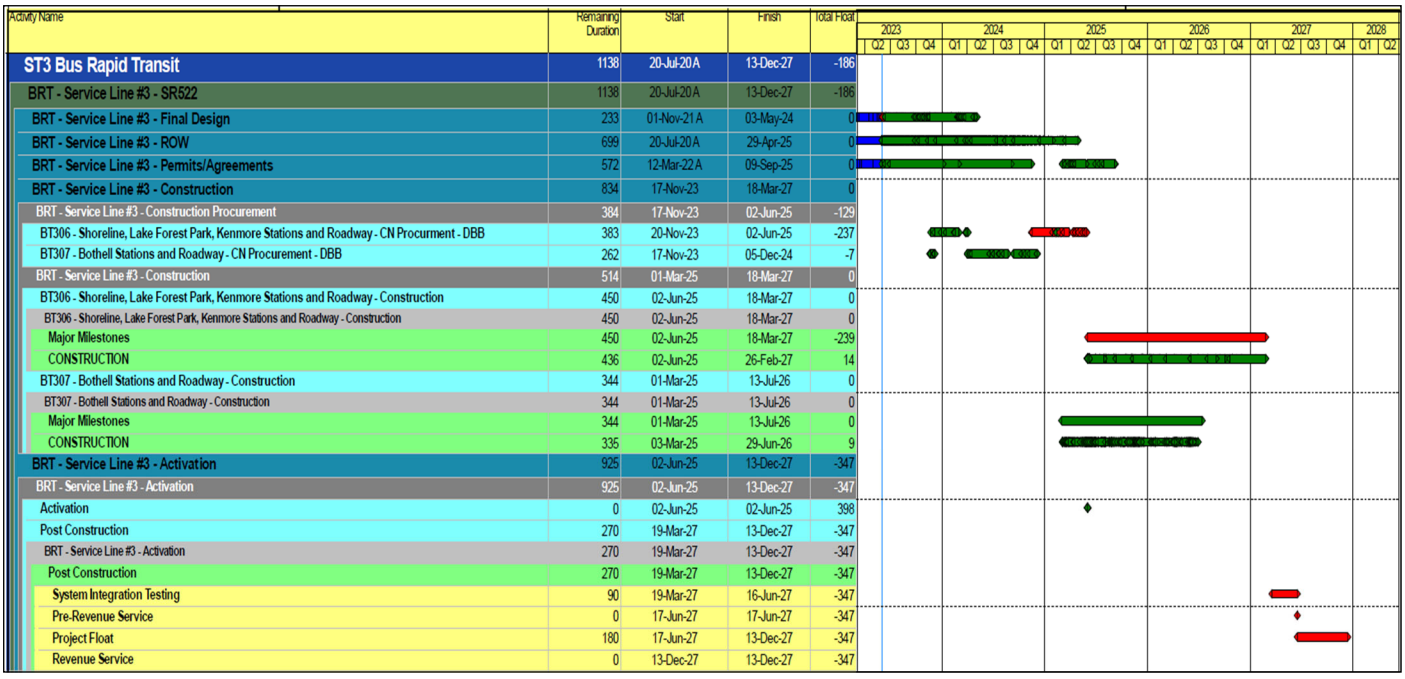
Project Schedule

The Board of Directors announced its realignment decision in August 2021. The upcoming project milestone is Project Baselining, which is anticipated in mid-2023. The team is formulating a plan and evaluating the timeline to allow the project to baseline with a high level of confidence.

There are two critical paths for the SR 522/NE 145th BRT project opening. The most critical path is through the completion of the Bus Base North and integrated systems testing of the SR 522 corridor. A near critical path is the completion of final design and ROW acquisitions for the SR 522/NE 145th Roadways in Shoreline, Lake Forest Park and Kenmore needed to start construction. Both paths are monitored closely along with permitting/agreements by the team.

The current forecast for completion is Q4 2027, including 180 days float, or a total of about 10 months past the Sound Transit Board realignment target. The realignment schedule is aggressive, and staff have routinely informed the Board that the current schedule is inconsistent with the target and affordable schedule. Sound Transit staff is working with the Authorities Having Jurisdiction (AHJs) in the corridor on plans to streamline the permitting process for the project.

Sound Transit contributed construction funding to certain city(s)/Authorities Having Jurisdiction (AHJ) where construction by contracts managed by those city(s) (e.g., City of Bothell) commenced in Q2 2019 allowing early construction of transit speed and reliability on roadways along the BRT corridor in advance of BRT service operation.



Activity Name	Remaining Duration	Start	Finish	Total Float
ST3 Bus Rapid Transit	1138	20-Jul-20 A	13-Dec-27	-186
BRT - Service Line #3 - SR522	1138	20-Jul-20 A	13-Dec-27	-186
BRT - Service Line #3 - Final Design	233	01-Nov-21 A	03-May-24	0
BRT - Service Line #3 - ROW	699	20-Jul-20 A	29-Apr-25	0
BRT - Service Line #3 - Permits/Agreements	572	12-Mar-22 A	09-Sep-25	0
BRT - Service Line #3 - Construction	834	17-Nov-23	18-Mar-27	0
BRT - Service Line #3 - Construction Procurement	384	17-Nov-23	02-Jun-25	-129
BT306 - Shoreline, Lake Forest Park, Kenmore Stations and Roadway - CN Procurment - DBB	383	20-Nov-23	02-Jun-25	-237
BT307 - Bothell Stations and Roadway - CN Procurement - DBB	262	17-Nov-23	05-Dec-24	-7
BRT - Service Line #3 - Construction	514	01-Mar-25	18-Mar-27	0
BT306 - Shoreline, Lake Forest Park, Kenmore Stations and Roadway - Construction	450	02-Jun-25	18-Mar-27	0
BT306 - Shoreline, Lake Forest Park, Kenmore Stations and Roadway - Construction	450	02-Jun-25	18-Mar-27	0
Major Milestones	450	02-Jun-25	18-Mar-27	-239
CONSTRUCTION	436	02-Jun-25	26-Feb-27	14
BT307 - Bothell Stations and Roadway - Construction	344	01-Mar-25	13-Jul-26	0
BT307 - Bothell Stations and Roadway - Construction	344	01-Mar-25	13-Jul-26	0
Major Milestones	344	01-Mar-25	13-Jul-26	0
CONSTRUCTION	335	03-Mar-25	29-Jun-26	9
BRT - Service Line #3 - Activation	925	02-Jun-25	13-Dec-27	-347
BRT - Service Line #3 - Activation	925	02-Jun-25	13-Dec-27	-347
Activation	0	02-Jun-25	02-Jun-25	398
Post Construction	270	19-Mar-27	13-Dec-27	-347
BRT - Service Line #3 - Activation	270	19-Mar-27	13-Dec-27	-347
Post Construction	270	19-Mar-27	13-Dec-27	-347
System Integration Testing	90	19-Mar-27	16-Jun-27	-347
Pre-Revenue Service	0	17-Jun-27	17-Jun-27	-347
Project Float	180	17-Jun-27	13-Dec-27	-347
Revenue Service	0	13-Dec-27	13-Dec-27	-347

Community Engagement

We are committed to proactively seeking public input during all stages of the project. The SR 522 BRT Community Engagement and Communication Guide establishes a stakeholder engagement process that helps ensure priorities of local communities are heard and considered along with the project-wide goals. We will collaborate with elected officials, partner staff, and local communities throughout the project.

During this reporting period project team

- Conducted one meeting engaging 522 Interagency Group Meeting—May 18,2023.
- Sent one project email update to the 522 BRT listserv, reaching approximately 3,500 subscribers. Topics included the release of the Spring 2023 Engagement Summary and next steps for Stride.

Right of Way

The Right-of-Way effort for this project involves the acquisition of a range of property interests which includes compensable (e.g. fee acquisitions, guideway easements, permanent easements and temporary construction easements) and non-compensable rights (e.g. rights of entry). These acquisitions will result in owner and tenant residential and commercial relocations.

The Right-of-Way program status for this period is summarized in the following table.

Property Acquisition Status					
ACQUISITION				RELOCATION	
Total Acquisitions*	Board Approved*	Offers Made to date	Closings to date	Relocations Required	Relocations Completed to date
204	202	27	1	23	0

**All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.*

Total Acquisitions: Defined as parcels recognizing only land, not owners

Board Approved: Based on parcels and properties (including multi-unit acquisitions)

Offers/Closings: Based on inclusive offers made to separate owners and interest holders

Relocations: Based on number of affected individuals

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of Sound Transit project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Planned FTE is an annual projection. The variance will reduce once final design accelerates.

Overall, the data is showing the actual FTE above the Planned FTE monthly average. Staffing level of the consultants is ramping up as the project is progressing toward the start of construction in 2024, which would reduce the variance number.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	13.0	14.9	(1.9)
Consultants	54.0	63.4	(9.4)
TOTAL	67.0	78.3	(11.3)

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
	No Action this period	

Progress Report
Sounder Program

Sounder trains travel between Lakewood and Seattle with regular runs weekday mornings and afternoons. Sounder also serves select major weekend events such as Mariners, Sounders, and Seahawks games.

May | 2023

SOUNDTRANSIT

Prepared by Project Controls I Portfolio Services Office

Sounder Commuter Rail Program Overview

DuPont Extension: Project will plan, design and construct a Sounder service extension from Lakewood to DuPont to include two new stations at Tillicum and DuPont, second mainline track & signal improvements, layover track improvements, and ancillary improvements. Preliminary project budgets established in 2023 and will proceed through Phase Gate 1 this year. Reporting on project progress will commence following the completion of Phase Gate 1.

Lakewood Station Access Improvements: Project will plan, design, and construct a parking facility and provide access improvements to the existing station for bicyclists, bus riders and drivers. This could mean investments in safer walking, rolling and bicycling connections with surrounding neighborhoods; better pick-up and drop-off areas; additional station lighting and weather shelters; parking options and more.

Puyallup Station Access Improvements: Project includes environmental documentation, design and construction of station access improvements at or around Puyallup Station. The purpose of this project is to accommodate and encourage future demand for Sounder ridership in an economically efficient and environmentally sustainable manner.

Sounder South Capacity Expansion: Project establishes a program of capital elements that will improve South Sounder access, capacity, and services in response to increase in demand. Program elements could include platform extensions, track and signal upgrades and other related infrastructure to facilitate additional capacity, and access improvements for pedestrians, bicyclists, buses, and private vehicles, prioritized per Sound Transit's System Access Policy. The elements included in this representative project will be refined during future phases of project development and are subject to change.

South Tacoma Station Access Improvements: Project will plan, design and construct a parking facility and provide access improvements to the existing station for bicyclists, bus riders, and drivers. This could mean investments in safer walking, rolling and bicycling connections between stations and surrounding neighborhoods; better pick-up and drop-off areas; additional station lighting and weather shelters; parking options and more.

Sumner Kent Auburn Station Parking Access Improvements: Sumner, Kent, and Auburn Stations Parking and Access Improvements project will build bicycle, pedestrian, lighting, and parking access improvements at three South Sounder Stations. In January 2023 the Sound Transit Board authorized Resolution No. R2023-02, which combined the project budgets for Sumner, Kent, and Auburn Stations Parking and Access Improvements projects into one project baseline budget with shared contingencies. The combined project budget will provide agency administration, design, acquisition of right-of-way, construction, construction services, and third-party activities and includes an alternative concept allowance available to the three contracts to address procurement opportunities and innovation.

Program Budget

The Authorized Project Allocation reflects the budget for each project through the approved project phase. As projects advance through design into construction the budget will be amended to reflect Board approved actions.

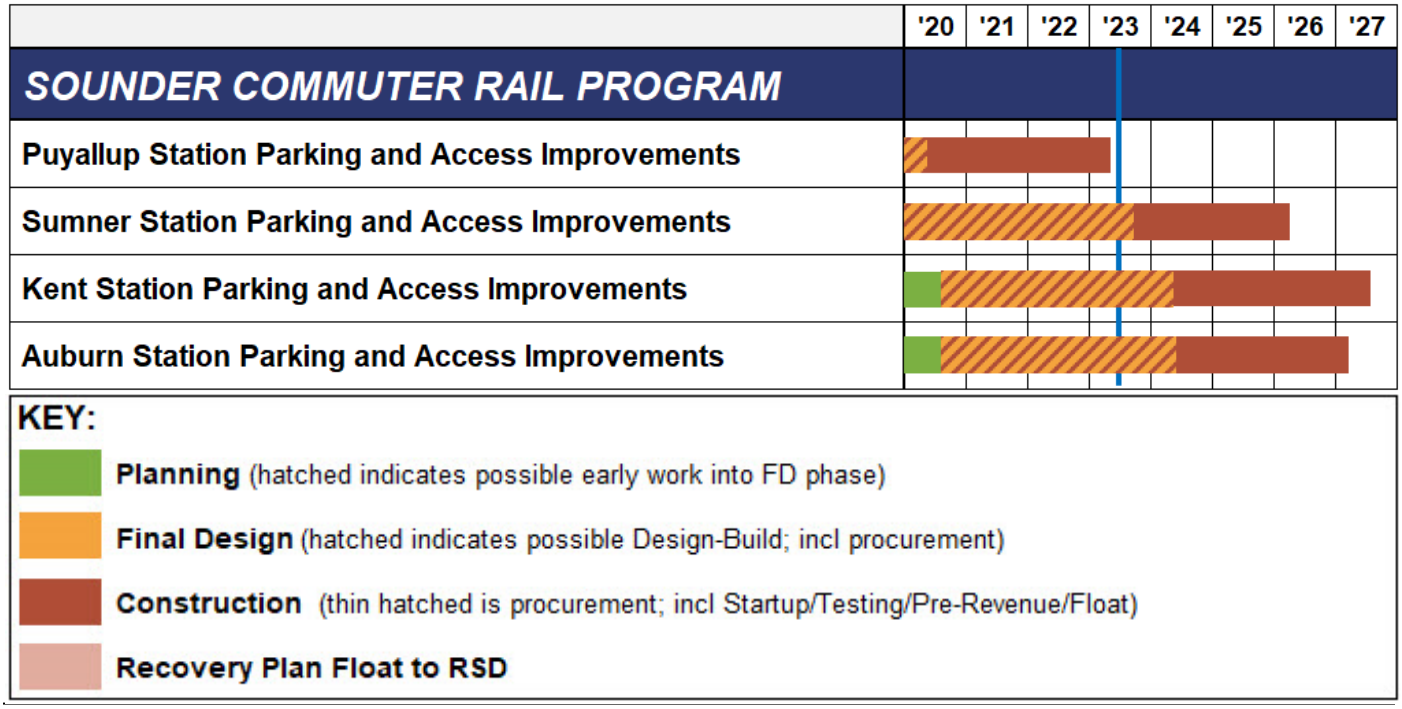
Table figures are shown in millions.

Project	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Lakewood Station Access Improvements	$6.2	$4.0	$2.6	$6.2	$0.0
Sounder South Capacity Expansion	$34.8	$9.9	$6.7	$34.8	$0.0
South Tacoma Station Access Improvements	$5.8	$4.1	$2.6	$5.8	$0.0
Sumner, Kent and Auburn SPAI	$359.7	$96.1	$42.2	$359.7	$0.0
Total	**$406.5**	**$114.1**	**$54.0**	**$406.5**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Program Schedule of Baseline Projects

Baseline projects are summarized below. Please see the individual project reports for further details, including schedules for pre-baselined projects.



Sounder Commuter Rail
Lakewood Station Access Improvements

Project Summary

Scope

This project will plan and design access improvements to the existing station. This could mean investments in safer walking, rolling and bicycling connections between stations and surrounding neighborhoods; better pick-up and drop-off areas; additional station lighting and weather shelters; parking options and more.

During Phase 2, the project will conceptually design the improvements and conduct an environmental review under SEPA.

Phase

Planning Phase 2—Conceptual Engineering and Environmental

Budget

$6.2 Million

Schedule

Target Date: 2030

** This project is in development and project report will be updated quarterly effective June 2023.*

Lakewood Station in Pierce County

Key Project Activities

- Reviewed draft Conceptual Designs for all proposed improvements.
- Finalized a Letter of Concurrence with City of Lakewood on project delivery framework for improvements on public right-of-way.
- Continued developing SEPA Checklist.

Lakewood Station Garage

Lakewood Station Passenger Platform Access

Project Cost Summary

The project cost is summarized below. The table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures are shown in millions.

This period expenditures increased by $44K with the majority of the amount coming from staff costs, outreach, Phase 2 — Conceptual Engineering and Environmental Assessment, and right-of-way activities.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
Administration	$2.2	$0.8	$0.8	$2.2	$0.0
Preliminary Engineering	$3.3	$2.8	$1.4	$3.3	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$0.0	$0.0	$0.0	$0.0	$0.0
3rd Party Agreements	$0.4	$0.3	$0.3	$0.4	$0.0
Construction	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$0.3	$0.1	$0.0	$0.3	$0.0
Total	**$6.2**	**$4.0**	**$2.6**	**$6.2**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

**The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.*

Risk Management

The following are the top project wide risks:

- Third party, stakeholders, or internal Sound Transit scope changes could lead to increased costs and delays to the schedule.
- Too many desired improvements may exceed the financial plan budget.

Project Schedule

Sound Transit continues to make schedule adjustments. Scope of work covered by funding agreement, contract, statement of work, or similar executed commitment, is reflected in the schedule shown below.

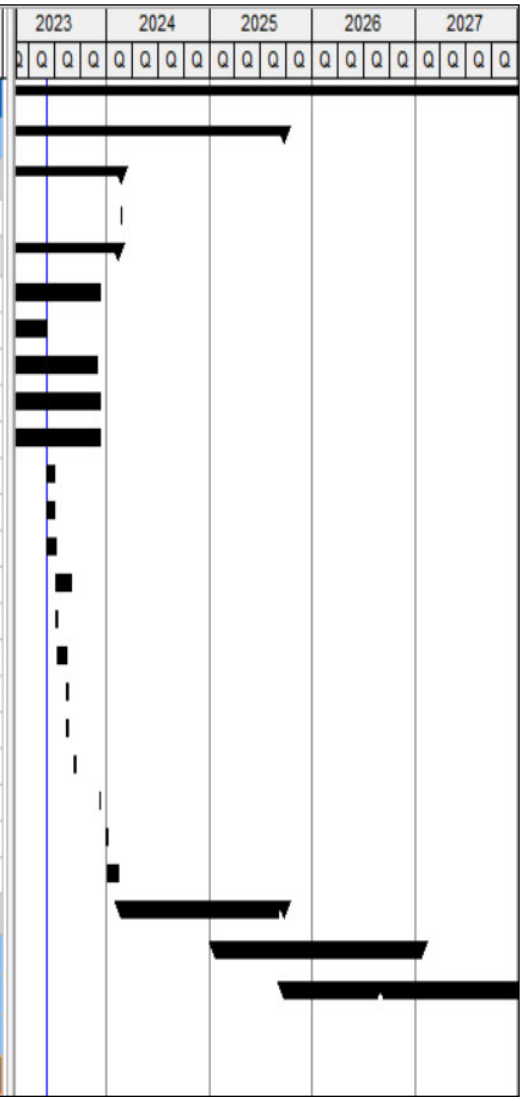
Phase I - Alternative Development NTP was issued in December 2020. The consultant has completed Alternative Development for this project on March 31, 2022. In March 2022, staff updated the System Expansion Committee on the set of improvements to further study in the next phase of the project.

Phase II Kick Off was in April 2022. The staff completed Project Management and External Engagement Plans in June 2022. Currently working on community engagements, environmental reviews, conceptual design plans, cost estimates and methodology reports.

Selection of delivery method is expected during Q3 2023. Board selection of projects to be built is planned for Q1 2024.

The target open for service date for this project is planned for Q4 2030.

Activity Name	Start	Finish
Lakewood Station Access Improvements - Master Schedule	May-02-22 A	Dec-31-30
Preliminary Engineering	May-02-22 A	Sep-25-25
Phase II - Conceptual Engineering	May-02-22 A	Feb-22-24
Board Selects Projects to be Build (Reaffirms Alternatives)	Feb-22-24	Feb-22-24
Conceptual Engineering	May-02-22 A	Feb-09-24
Phase 2 Draft SEPA and CE	May-02-22 A	Dec-08-23
Prepare Cost Estimate	May-02-22 A	Jun-01-23
External Engagement	May-02-22 A	Nov-29-23
DEA Performss and Completes CE/ENV	May-02-22 A	Dec-08-23
Finalize SEPA, Check List and Review	Jun-01-22 A	Dec-08-23
Cost Estimates Review and Approval - Preferred Alt.	Jun-01-23	Jun-30-23
Submit, Review and Approve Cost Estimate	Jun-01-23	Jun-30-23
Consultant prepare for QRA Sesstion	Jun-01-23	Jul-05-23
Prepare for Gate 2: Select Delivery Method	Jul-06-23	Aug-28-23
QRA Session	Jul-06-23	Jul-12-23
Finalize Schedule and Cost Estimates Per QRA Session Output	Jul-13-23	Aug-09-23
All Documents Due before Phase Gate Meeting	Aug-10-23	Aug-16-23
Value Engineering - Planned for Augurst 2023	Aug-10-23	Aug-16-23
Project Delivery Workshop - September 2023	Sep-08-23	Sep-14-23
Publish SEPA	Dec-08-23	Dec-08-23
Phasegate #2 Meeting - Confirm Delivery Method	Jan-02-24*	Jan-02-24
Prepare for Board Meeting	Jan-03-24	Feb-09-24
Phase III - Preliminary Engineering	Feb-23-24	Sep-25-25
Right of Way	Jan-25-25	Jan-24-27
Final Design	Sep-26-25	Apr-13-28
Construction	Apr-14-28	Aug-23-30
Post Construction	Aug-24-30	Dec-31-30



Community Engagement.

- We are monitoring outreach needs for the project and are available to answer any questions.
- We are beginning to plan for fall outreach.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of Sound Transit project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Currently the project is trending under the planned staffing needs as the SEPA Checklist and cost estimates are still under development and not ready for staff review. As this work advances, we anticipate more staff will be needed.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	1.7	1.6	0.1
Consultants	4.0	5.3	-1.3
TOTAL	5.7	6.9	-1.2

* *An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
	No Action this period	

Sounder Commuter Rail
Sounder South Capacity Expansion

Program Summary

Scope

This project will establish a program of capital elements that will be used to enhance South Sounder capacity, services, and access in response to increased demand.

Program elements could include platform extensions, track and signal upgrades, and other related infrastructure to facilitate additional capacity and access elements such as improvements for pedestrians, bicyclists, buses, and private vehicles prioritized per Sound Transit's System Access Policy.

The Sounder Strategic Development and Implementation Plan is complete and includes a program of proposed capital projects.

Phase

Planning

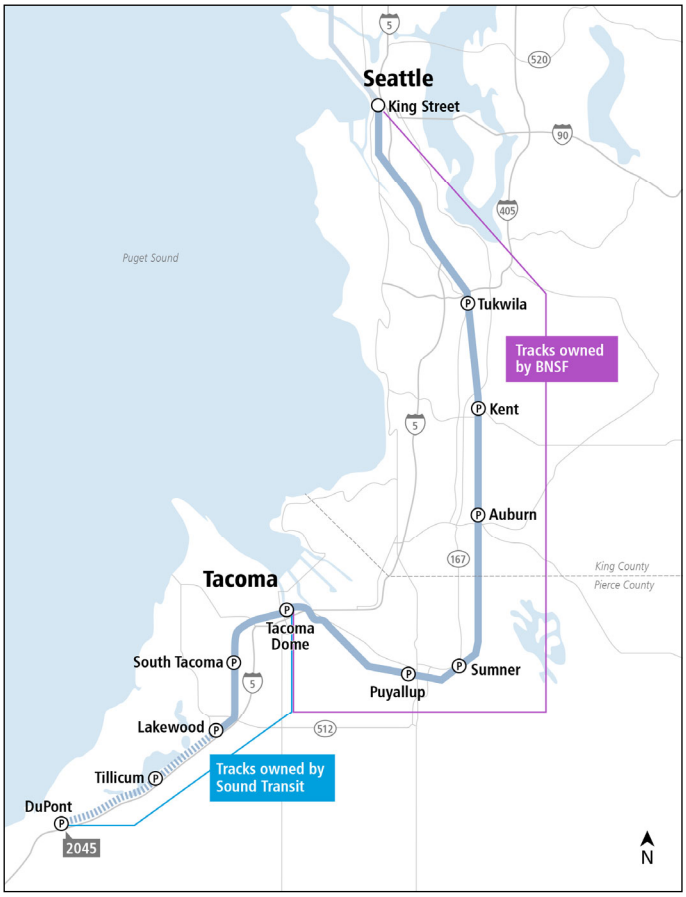
Budget

$34.8 Million

Schedule

Target Dates: 2036-2046, varies by Program Element

** This project is in development and project report will be updated quarterly effective June 2023.*



Sounder South Capacity map alignment

Program Key Activities

- The Federal Railroad Administration (FRA) awarded a $10 million Consolidated Railroad Infrastructure & Safety Improvement (CRISI) grant to Sound Transit. This grant award funds, with a 50% Sound Transit match, conceptual engineering, environmental review and preliminary engineering for double track mainline projects on Sound Transit's rail corridor in Pierce County (Sounder Rail Track & Signal Project). The projects are anticipated to initiate in Q2 2023 after Sound Transit completes the requirements to obligate the FRA grant. Sound Transit and FRA hold grant-related coordination meetings monthly.
- SSCE program elements and project specific activities are detailed in their own sections below.

The King Street Station Platform Area Improvement Project and the Sounder Rail Track & Signal Project are summarized on the next pages followed by the common program reporting elements.

King Street Station Platform Improvements

This project focuses on extending platforms and improving access and pedestrian flow at King Street Station to accommodate 10-car trains. Project elements may include improvements for vertical circulation of passengers to and from the platform, expanded pick-up/drop-off areas, improvements to crossing 4th Ave South, and other improvements that would improve passenger experience at the station platform.

Key Activities

- Continued planning for Conceptual Engineering and Environmental Review.
- Provided FTA Region 10 team a site tour of proposed improvements of the King Street Station Platform Area Project.

Community Engagement

- Planning for Phase 2 community engagement and coordinating with the West Seattle and Ballard Link Extensions projects.

Sounder Rail Track & Signal Project

This project is currently advancing planning only to add second mainline tracks to several single track segments between Tacoma and DuPont on the Sound Transit-owned Lakewood Subdivision and a small segment of the BNSF right-of-way in Tacoma. Under the SSCE Program, the double track segments will be added between Tacoma and Lakewood along Sound Transit's right-of-way in Pierce County. Project elements may include additional crossovers and improvements to at-grade crossings to increase capacity and reliability for Sounder S Line, Amtrak Cascades and Amtrak Coast Starlight service. This project currently does not include any passenger-facing elements such as new stations or access improvements.

Key Activities

- System Expansion Committee to approved a consultant contract amendment to begin Conceptual Engineering and Environmental Review.
- Obligated the grant with the FRA in May 2023.

Community Engagement

- Prepared text and a map for a new Sound Transit webpage about this project, to be published under the Sounder South Capacity Expansion program page.

BNSF Platform Extension

This project focuses on extending platforms at Sounder South stations on the BNSF right-of-way (Tukwila, Kent, Auburn, Sumner, Puyallup) to accommodate 10-car trains, up from the existing 7-car trains. Project elements may include and other related infrastructure to facilitate additional capacity, and access elements such as improvements for pedestrians, bicyclists, buses, and private vehicles, prioritized per Sound Transit's System Access Policy.

While most stations have a logical path to extend platforms, Auburn Station is physically constrained by Main Street and a BNSF track connection to Stampede Pass restricting options to extend platforms, requiring additional alternatives evaluation to determine future improvements in the platform area.

Key Activities

- The Auburn Platform Extension alternative analysis is complete. For the BNSF Platform Extension Project, that includes the Auburn Platform Extension Project, initiation of conceptual engineering and environmental review is paused consistent with the schedule identified in the capital program realignment and continued low ridership on the Sounder South corridor.

Community Engagement

- Community engagement is expected to begin when conceptual engineering gets underway.

Program Reporting Elements

While in the planning phase, priority projects are being managed under a shared budget, schedule, and staffing plan.

Project Cost Summary

The project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures shown are in millions.

This period expenditures increased by $271K with the majority of the amount coming from staff costs, outreach, third party coordination, and Phase 2—Conceptual Engineering and Environmental Assessment, and right-of-way activities.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC) *	Authorized Allocation vs. EFC
Administration	$9.9	$3.2	$3.2	$9.9	$0.0
Preliminary Engineering	$20.4	$5.9	$2.9	$20.4	$0.0
Third Party Agreements	$1.3	$0.6	$0.5	$1.3	$0.0
Construction	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$3.1	$0.2	$0.0	$3.1	$0.0
Total	**$34.8**	**$9.9**	**$6.7**	**$34.8**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

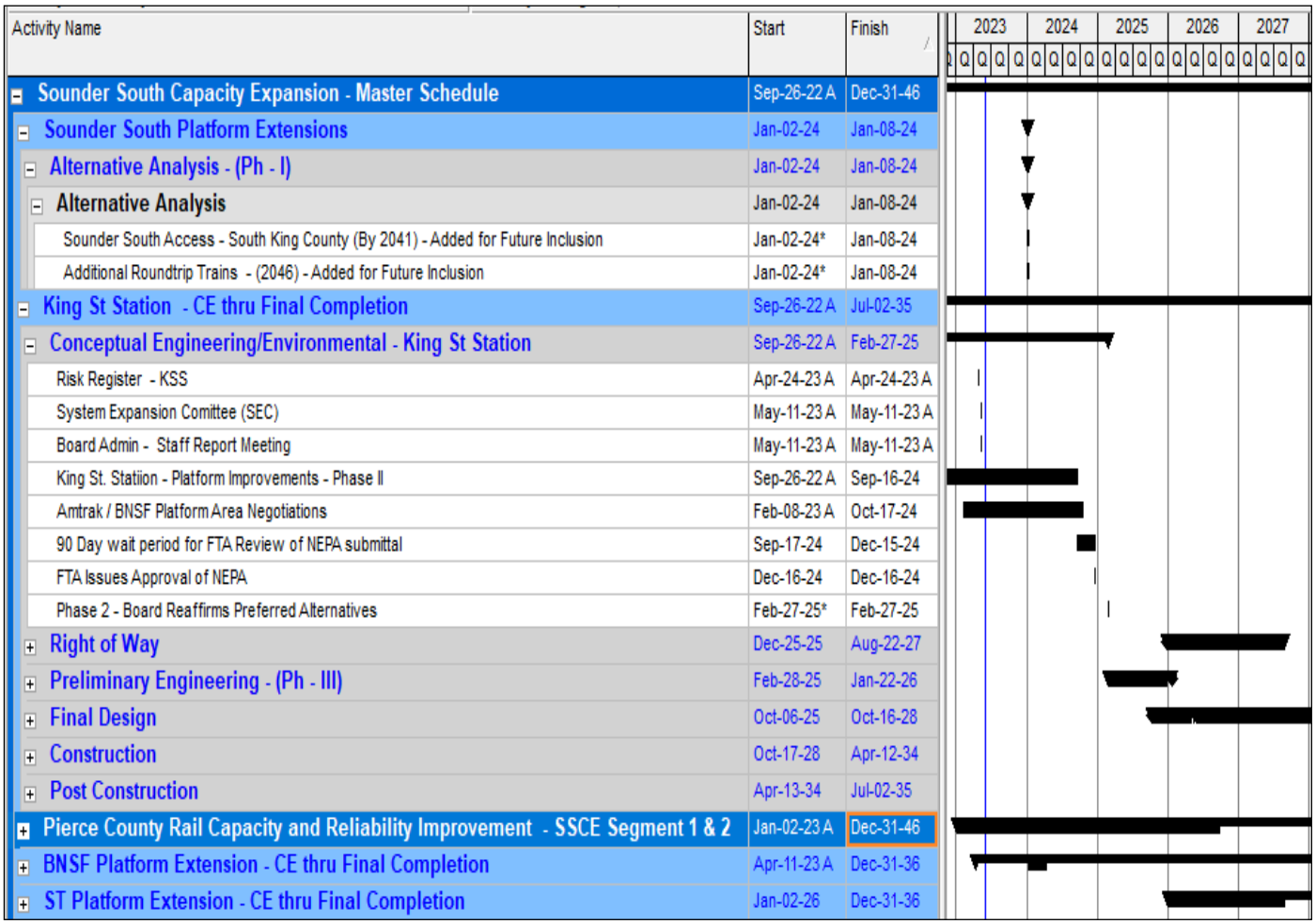
**The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.*

Project Schedule

Sound Transit continues to make schedule adjustments. Scope of work covered by funding agreement, contract, statement of work, or similar executed commitment, is reflected in the schedule shown below. Pierce County Rail Capacity and Reliability Improvement SSCE Segment 1 & 2 Schedule has been added this update cycle.

The second Mainline Track Study and Report were finalized and completed on July 28, 2021. Auburn Platform Alternative Analysis was completed on Jan. 31, 2022. King St. Station Alternative Analysis and Report have been completed and issued in August 2022.

Staff briefed Board of the potential improvements to advance for further study at King Street Station in September 2022. King St. Station Alternative Analysis completed end of September 2022. Phase II started September 2022, and is expected to complete in Q3 2024. Current activities include conceptual design and development of Project Management and Public Involvement Draft Plans.



Activity Name	Start	Finish
Sounder South Capacity Expansion - Master Schedule	Sep-26-22 A	Dec-31-46
Sounder South Platform Extensions	Jan-02-24	Jan-08-24
Alternative Analysis - (Ph - I)	Jan-02-24	Jan-08-24
Alternative Analysis	Jan-02-24	Jan-08-24
Sounder South Access - South King County (By 2041) - Added for Future Inclusion	Jan-02-24*	Jan-08-24
Additional Roundtrip Trains - (2046) - Added for Future Inclusion	Jan-02-24*	Jan-08-24
King St Station - CE thru Final Completion	Sep-26-22 A	Jul-02-35
Conceptual Engineering/Environmental - King St Station	Sep-26-22 A	Feb-27-25
Risk Register - KSS	Apr-24-23 A	Apr-24-23 A
System Expansion Comittee (SEC)	May-11-23 A	May-11-23 A
Board Admin - Staff Report Meeting	May-11-23 A	May-11-23 A
King St. Statiion - Platform Improvements - Phase II	Sep-26-22 A	Sep-16-24
Amtrak / BNSF Platform Area Negotiations	Feb-08-23 A	Oct-17-24
90 Day wait period for FTA Review of NEPA submittal	Sep-17-24	Dec-15-24
FTA Issues Approval of NEPA	Dec-16-24	Dec-16-24
Phase 2 - Board Reaffirms Preferred Alternatives	Feb-27-25*	Feb-27-25
Right of Way	Dec-25-25	Aug-22-27
Preliminary Engineering - (Ph - III)	Feb-28-25	Jan-22-26
Final Design	Oct-06-25	Oct-16-28
Construction	Oct-17-28	Apr-12-34
Post Construction	Apr-13-34	Jul-02-35
Pierce County Rail Capacity and Reliability Improvement - SSCE Segment 1 & 2	Jan-02-23 A	Dec-31-46
BNSF Platform Extension - CE thru Final Completion	Apr-11-23 A	Dec-31-36
ST Platform Extension - CE thru Final Completion	Jan-02-26	Dec-31-36

Risk Management

The following are the top project-wide risks:

- Potential for increased scope of work to accommodate additional accessibility or safety features not originally included in the project template.
- Cost increases associated with right-of-way and potential mitigations resulting from negotiations with local jurisdictions and BNSF.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of Sound Transit project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The staffing variance is attributed to the majority of the SSCE Program's conceptual engineering and environmental activities being on pause from Q1 2022 to Q3 2022.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	3.8	4.4	(0.6)
Consultants	8.7	3.1	5.6
TOTAL	12.5	7.5	5.0

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
M2023-37	Contract Modification with David Evans & Associates, Inc. to exercise contract options for conceptual engineering and environmental assessment for the Sounder South Capacity Expansion Program for updating the Sounder South Strategic Plan and for the DuPont Sounder Extension Project double track & signal projects.	5/11/2023

Sounder Commuter Rail
South Tacoma Access Improvements

Project Summary

Scope

This project will plan and design access improvements to the existing station. This could mean investments in safer walking, rolling and bicycling connections between stations and surrounding neighborhoods; better pick-up and drop-off areas; additional station lighting, weather shelters; parking options and more.

During Phase 2, the project will conceptually design the improvements and conduct an environmental review under SEPA.

Phase

Planning Phase 2—Conceptual Engineering and Environmental Review

Budget

$5.8 Million

Schedule

Target Date: 2030

** This project is in development and project report will be updated quarterly effective June 2023.*

South Tacoma Station in Pierce County

Key Project Activities

- Continued to meet with jurisdictional partners to finalize design assumptions.
- Continued planning for conceptual engineering.
- Conducted site work for the cultural resources study.

South Tacoma Station

South Tacoma Station Passenger Platform Access

Project Cost Summary

The project cost is summarized below. The table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures are shown in millions.

This period expenditures increased by $243K with the majority of the amount coming from staff costs, Phase 2 —Conceptual Engineering and Environmental Assessment, and right-of-way activities.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
Administration	$1.8	$0.8	$0.8	$1.8	$0.0
Preliminary Engineering	$3.6	$3.0	$1.8	$3.6	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$0.0	$0.0	$0.0	$0.0	$0.0
3rd Party Agreements	$0.1	$0.0	$0.0	$0.1	$0.0
Construction	$0.0	$0.0	$0.0	$0.0	$0.0
Light Rail Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$0.3	$0.3	$0.0	$0.3	$0.0
Total	**$5.8**	**$4.1**	**$2.6**	**$5.8**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

**The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.*

Risk Management

The following are the top project wide risks:

- Third party, stakeholders, or internal Sound Transit scope changes could lead to increased costs and delays to the schedule.
- Too many desired improvements may exceed the financial plan budget.

Project Schedule

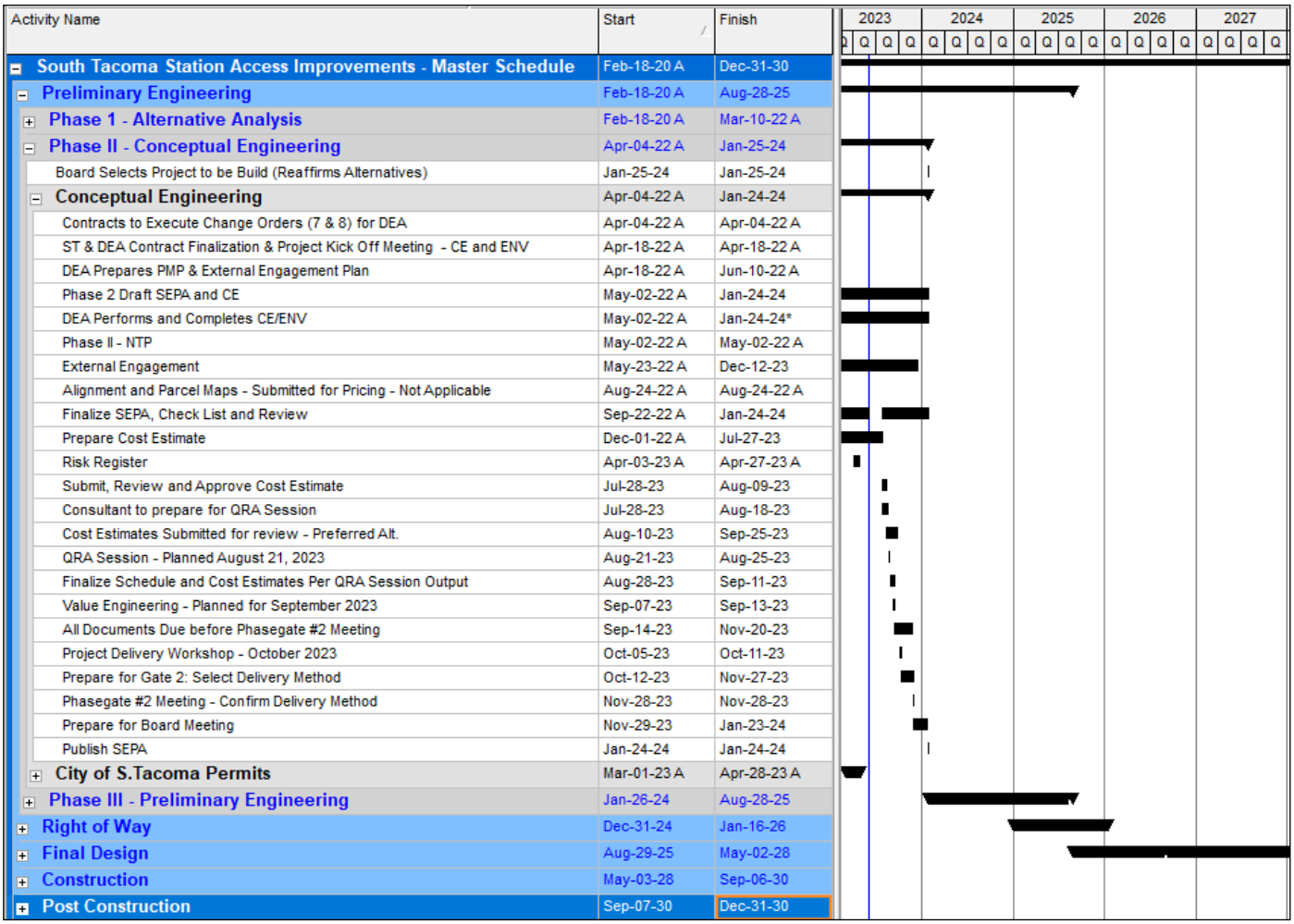
Scope of work covered by funding agreement, contract, statement of work, or similar executed commitment, is reflected in the schedule shown below.

Phase I - Alternative Development NTP was issued in December 2020. Consultant completed Alternative Development for this project on March 2022. Staff updated the System Expansion Committee on the set of improvements to further study in the next phase of the project in March 2022.

Phase II Kick Off was in April 2022. The staff completed Project Management and External Engagement Plans in June 2022. Currently working on community engagement, environmental, conceptual design, and methodology reports.

Selection of delivery method is expected early Q4 2023. Board selection of projects to be built is planned for Q1 2024.

The target open for service date is planned for Q4 2030.



Activity Name	Start	Finish
South Tacoma Station Access Improvements - Master Schedule	Feb-18-20 A	Dec-31-30
Preliminary Engineering	Feb-18-20 A	Aug-28-25
Phase 1 - Alternative Analysis	Feb-18-20 A	Mar-10-22 A
Phase II - Conceptual Engineering	Apr-04-22 A	Jan-25-24
Board Selects Project to be Build (Reaffirms Alternatives)	Jan-25-24	Jan-25-24
Conceptual Engineering	Apr-04-22 A	Jan-24-24
Contracts to Execute Change Orders (7 & 8) for DEA	Apr-04-22 A	Apr-04-22 A
ST & DEA Contract Finalization & Project Kick Off Meeting - CE and ENV	Apr-18-22 A	Apr-18-22 A
DEA Prepares PMP & External Engagement Plan	Apr-18-22 A	Jun-10-22 A
Phase 2 Draft SEPA and CE	May-02-22 A	Jan-24-24
DEA Performs and Completes CE/ENV	May-02-22 A	Jan-24-24*
Phase II - NTP	May-02-22 A	May-02-22 A
External Engagement	May-23-22 A	Dec-12-23
Alignment and Parcel Maps - Submitted for Pricing - Not Applicable	Aug-24-22 A	Aug-24-22 A
Finalize SEPA, Check List and Review	Sep-22-22 A	Jan-24-24
Prepare Cost Estimate	Dec-01-22 A	Jul-27-23
Risk Register	Apr-03-23 A	Apr-27-23 A
Submit, Review and Approve Cost Estimate	Jul-28-23	Aug-09-23
Consultant to prepare for QRA Session	Jul-28-23	Aug-18-23
Cost Estimates Submitted for review - Preferred Alt.	Aug-10-23	Sep-25-23
QRA Session - Planned August 21, 2023	Aug-21-23	Aug-25-23
Finalize Schedule and Cost Estimates Per QRA Session Output	Aug-28-23	Sep-11-23
Value Engineering - Planned for September 2023	Sep-07-23	Sep-13-23
All Documents Due before Phasegate #2 Meeting	Sep-14-23	Nov-20-23
Project Delivery Workshop - October 2023	Oct-05-23	Oct-11-23
Prepare for Gate 2: Select Delivery Method	Oct-12-23	Nov-27-23
Phasegate #2 Meeting - Confirm Delivery Method	Nov-28-23	Nov-28-23
Prepare for Board Meeting	Nov-29-23	Jan-23-24
Publish SEPA	Jan-24-24	Jan-24-24
City of S.Tacoma Permits	Mar-01-23 A	Apr-28-23 A
Phase III - Preliminary Engineering	Jan-26-24	Aug-28-25
Right of Way	Dec-31-24	Jan-16-26
Final Design	Aug-29-25	May-02-28
Construction	May-03-28	Sep-06-30
Post Construction	Sep-07-30	Dec-31-30

Community Engagement

- Information booths at Edison Elementary's Bike Rodeo and the City of Tacoma's Water Flume Line Trail Party.
- Monitoring outreach needs for the project and are available to answer any questions.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of Sound Transit project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Currently the project is trending under the planned staffing needs as the conceptual plans and reports are still under development and not ready for staff review. Staff are continuing to work on laying out assumptions for the improvements that will inform the conceptual design and are also developing materials for the upcoming activities planned for later in the year. As the conceptual design advances, we anticipate more staff will be needed.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	1.3	1.6	(0.3)
Consultants	4.0	3.1	0.9
TOTAL	5.3	4.7	0.6

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
	No Action this time	

Sounder Commuter Rail
Sumner Kent Auburn Stations Parking & Access Improvements

Project Summary

Scope The project provides additional commuter parking at the Sounder stations located in the cities of Sumner, Kent and Auburn. All three locations will have a new multi-story garage and potentially some amount of new surface parking stalls with the goal of building up to the environmentally cleared stall count within the project budget. Additionally, the project includes vehicular and pedestrian access improvements to the rail stations, non-motorized improvements, and associated utility, roadway, traffic, stormwater, lighting, and landscape improvements. The Kent station also includes an option to include scope for a bus layover facility for King County Metro.

Phase Complete Environmental / Enter Design & Construction

Budget $359.7 Million

Schedule Q2 2027

Sumner Station Parking & Access Improvements

Kent Station Parking & Access Improvements

Key Project Activities

- Continued Temporary Construction Easements (TCEs) negotiations.

Sumner:

- Continued coordination with City of Sumner in preparation for design review application.
- 30% design package complete.

Kent:

- Received proposals from shortlisted design-build proposers.
- Continued coordination with King County Metro to determine the requirements for a bus layover to be incorporated into the project as a Betterment.
- Continued coordination with City of Kent and King County Metro on non-motorized improvements.

Auburn:

- City of Auburn real property interests are in negotiations.
- Completed contract negotiations with highest ranked design-build proposer.

Auburn Station Parking & Access Improvements

Project Cost Summary

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

This period expenditures increased by $2.9M. The incurred cost increased from $39.3M to $42.2M. The majority of this period's costs are attributed to staff costs, design-build project management activities, right-of-way activities, and the Sumner Station design-build construction contract.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$29.1	$29.1	$9.2	$9.2	$29.1	$0.0
Preliminary Engineering	$8.4	$8.4	$8.2	$8.2	$8.4	$0.0
Final Design	$1.0	$1.0	$0.0	$0.0	$1.0	$0.0
Construction Services	$29.1	$29.1	$10.1	$2.9	$29.1	$0.0
3rd Party Agreements	$8.2	$8.2	$7.9	$6.3	$8.2	$0.0
Construction	$258.2	$258.2	$49.6	$5.0	$258.2	$0.0
ROW	$25.7	$25.7	$11.1	$10.6	$25.7	$0.0
Total	**$359.7**	**$359.7**	**$96.1**	**$42.2**	**$359.7**	**$0.0**

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
20 Stations	$135.3	$135.3	$49.3	$4.6	$135.3	$0.0
30 Support Facilities	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
40 Sitework & Special Conditions	$85.1	$85.1	$0.1	$0.1	$85.1	$0.0
50 Systems	$5.1	$5.1	$0.0	$0.0	$5.1	$0.0
Construction Subtotal (10 - 50)	**$225.5**	**$225.5**	**$49.4**	**$4.7**	**$225.5**	**$0.0**
60 ROW, Land	$24.5	$24.5	$11.1	$10.6	$24.5	$0.0
80 Professional Services	$92.5	$92.5	$35.7	$26.9	$92.5	$0.0
90 Unallocated Contingency	$17.2	$17.2	$0.0	$0.0	$17.2	$0.0
Total (10 - 90)	**$359.7**	**$359.7**	**$96.1**	**$42.2**	**$359.7**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Contingency Management

The combined Sumner, Kent and Auburn project budget was baselined in January 2023 with a total contingency of $77.0M.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. This period the DA reflects no change.

Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. This period an increase of $500K was transferred to AC from UAC.

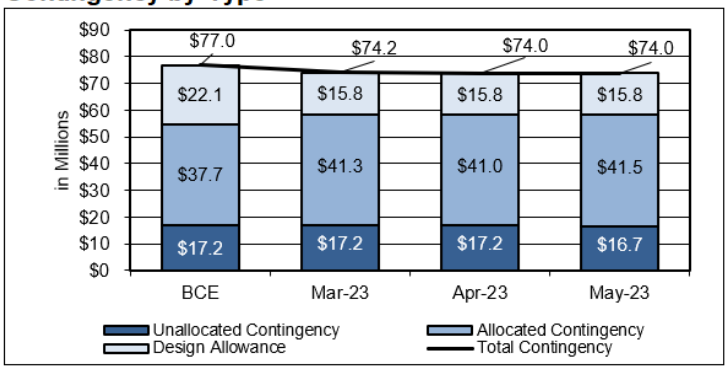
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. This period the UAC was reduced by $500K due to an increased level of effort anticipated for the Phase 2 design-build project management services for Auburn.

Contingency Status (Monthly)

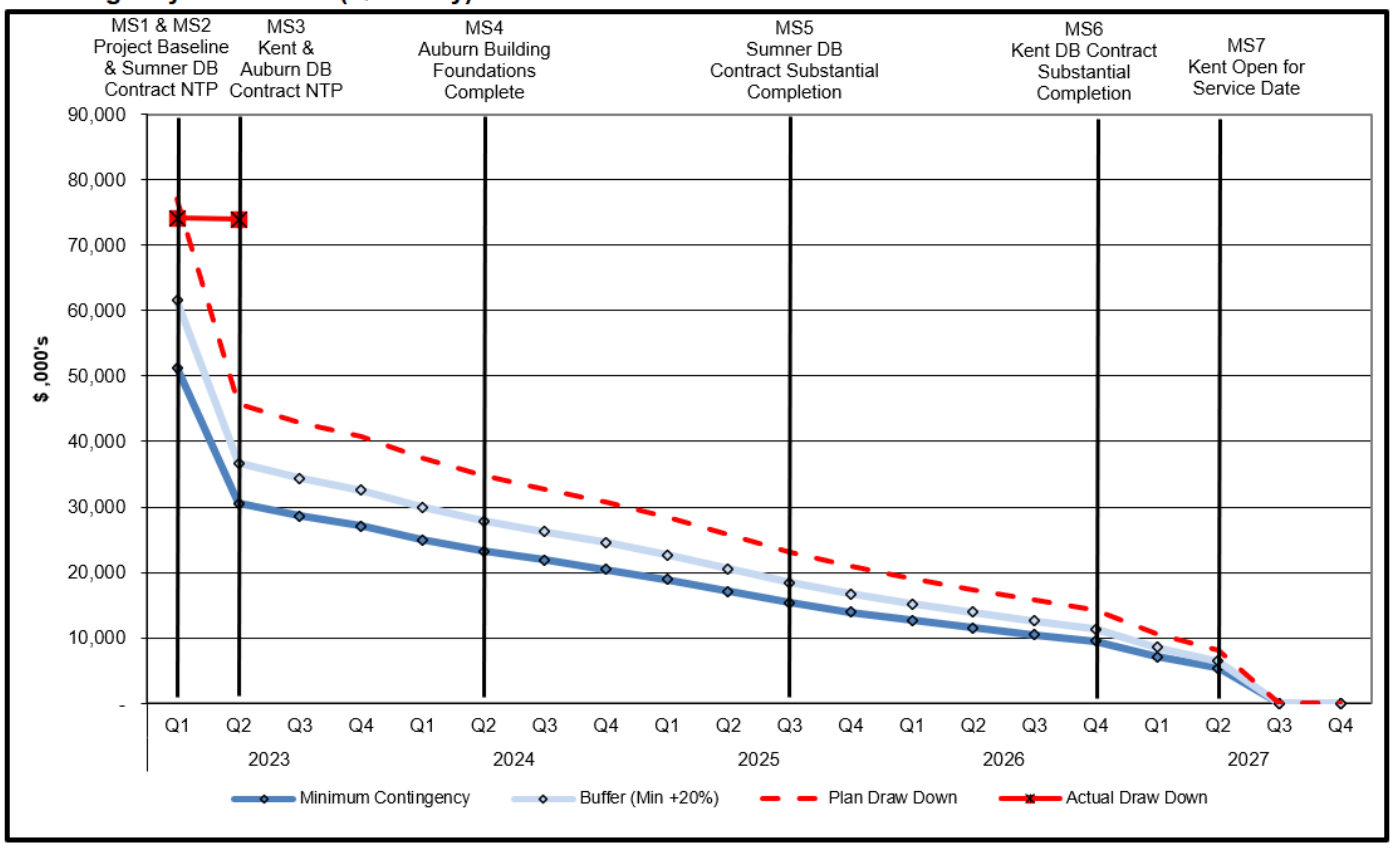
Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	$22.1	6.1%	$15.8	5.0%
Allocated Contingency	$37.7	10.5%	$41.5	13.1%
Unallocated Contingency	$17.2	4.8%	$16.7	5.2%
Total:	**$77.0**	**21.4%**	**$74.0**	**23.3%**

Table figures are shown in millions.

Contingency by Type



Contingency Drawdown (Quarterly)



Project Schedule

Board approved Baseline for the combined three projects on Jan. 26, 2023. The Approved Baseline open for service schedule is Q1 2026 Sumner, Q1 2027 Auburn, and Q2 2027 Kent. Milestone schedules for the combined three projects are shown below.

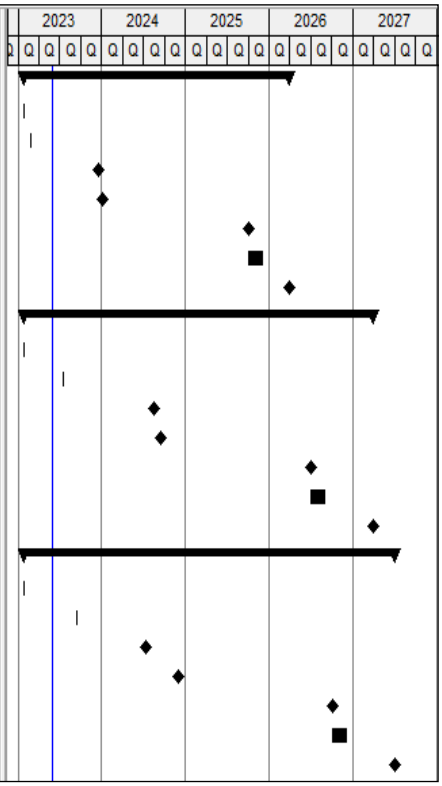
The project team has engaged the current Design-Build Project Management (DBPM) team to help with the development of the Design-Build Project Requirements for Auburn and Kent. Auburn Proposals were received in March 2023. Team preparing for Sound Transit Board action planned in June. Kent Proposals were received in May and currently under review.

Sumner Design-Build Notice to Proceed was in February 2023. Sumner design-build firm is currently working on 60% design of Foundation, Site Work, Structural and Architectural Packages and Permitting.

Auburn and Kent Notice to Proceed expected in Q3 2023.

Other activities underway include continued property acquisition activities, expected to complete by end of Q4 2023 for Auburn and Kent.

Activity Name	Start	Finish
S300018 - Sumner Station Parking and Access Improvements - DB MS Baseline	Jan-26-23 A	Mar-31-26
ST Board Approves Project (Baseline) - Phase Gate 4 - Sumner	Jan-26-23 A	Jan-26-23 A
MS03 CS Issues DB NTP - Sumner	Feb-27-23 A	Feb-27-23 A
NTP - Start Construction - Early Civil Work - Demo, Util Relocates	Dec-15-23	
MS03B All Issue For Construction (IFC) Design Packages Complete		Jan-05-24
MS01 Commissioning Complete - Substantially Complete (MS Review)		Oct-02-25*
Operational Readiness	Oct-03-25	Dec-01-25
Open for Service Date - Baseline (Including Project Float) (MS Review)		Mar-31-26
S300040 - Auburn Station Parking and Access Improvements -DB MS Baseline	Jan-26-23 A	Mar-31-27
Board Approves Project Baseline - Phase Gate 4 - Auburn	Jan-26-23 A	Jan-26-23 A
MS03 CS Issues DB NTP - Auburn	Jul-19-23	Jul-19-23
NTP Early Civil Work - Demo, Util Relocates	Aug-15-24	
MS03B All Issue For Construction (IFC) Design Packages Complete		Sep-13-24
MS01 - Commissioning Complete - Substantially Complete - Auburn (MS Review)		Jun-29-26*
Operational Readiness Period	Jun-30-26	Aug-28-26
Open for Service Date - Baseline (Including Project Float) - Auburn (MS Review)		Mar-31-27
S300035 - Kent Station Parking and Access Improvements -DB MS Baseline	Jan-26-23 A	Jun-30-27
ST Board Approves Project Baseline - Phase Gate 4 - Kent	Jan-26-23 A	Jan-26-23 A
MS03 CS Issues DB NTP - Kent	Sep-12-23	Sep-12-23
NTP Early Construction - Civil Work - Demo, Util Relocates - Kent	Jul-12-24	
MS03B All Issue For Construction (IFC) Design Packages Complete		Dec-02-24
MS1 Testing and Commissioning Complete - Substantially Complete - Kent (MS Review)		Oct-01-26
Operational Readiness Period - Kent	Oct-02-26	Nov-30-26
Open for Service Date - Baseline (Including Project Float) - Kent (MS Review)		Jun-30-27



Risk Management

The following are the top project wide risks:

- Permitting process could delay project.
- Project changes that occur during final design that require additional environmental review could delay project.
- Additional scope and project change requests from stakeholders could cause project delay during permit approval.
- Differing soil and site conditions discovered after the design-builder Notice to Proceed could cause project delay.
- Complexity of property acquisition could result in a project delay and cause budget overrun in Auburn.
- Constrained staffing resources could impact project delivery.

Community Engagement

- Sumner: We are planning for outreach this summer about garage designs and construction.
- Kent and Auburn: We are monitoring outreach needs for the project and are available to answer any questions.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of Sound Transit project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Less than anticipated level of effort by Sound Transit staff and consultants due to availability constraints of resources.

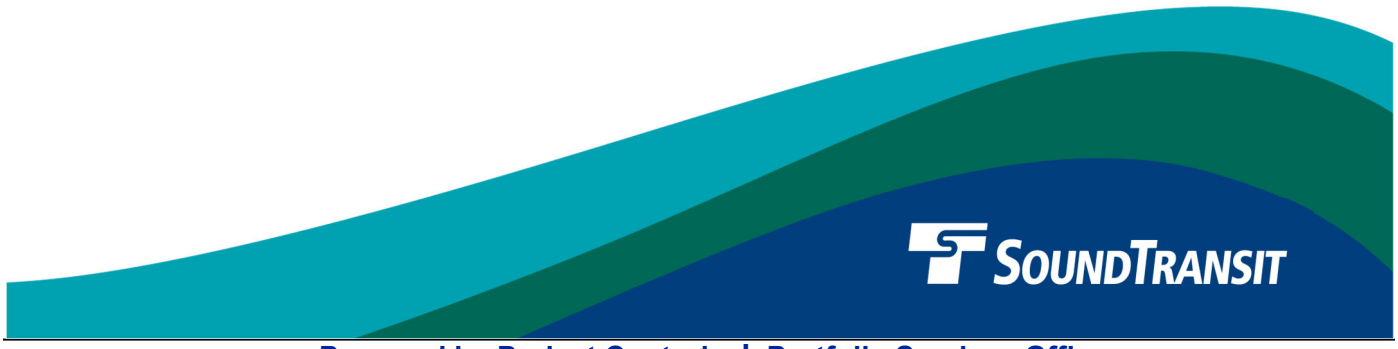
Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	22.0	13.3	8.8
Consultants	16.9	7.8	9.1
TOTAL	38.9	21.1	17.9

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
	No Action this period	

Progress Report
Capital Program Support



Prepared by Project Controls I Portfolio Services Office

Capital Program Support
Grants

Current Grant Funding *(Includes only Active Executed Grants)*

Line of Business	Grant Number	Grant / Project Description	Award Amount	Date Executed	Drawdown to Date	Status	Balance Remaining
FEDERAL TRANSIT AUTHORITY							
LINK LIGHT RAIL	WA-03-0237	University Link Extension	684,370,641	09/16/2015	616,446,915	Active	67,923,726
LINK LIGHT RAIL	WA-2018-013	Hilltop Tacoma Link Extension SYGA	74,999,999	05/15/2018	74,999,999	Active	0
LINK LIGHT RAIL	WA-2019-001	Lynnwood Link Extension FFGA	671,983,701	07/29/2022	665,187,495	Active	6,796,206
LINK LIGHT RAIL	WA-2020-001	Federal Way Link Extension	471,983,701	07/29/2022	311,760,751	Active	160,222,950
SOUNDER COMMUTER RAIL	WA-2020-002	S Sounder Capacity Expansion	5,600,000	12/13/2019	2,108,252	Active	3,491,748
REGIONAL EXPRESS	WA-2020-007	I-405 Bus Rapid Transit- Bus Procurement	5,400,000	12/21/2020	-	Active	5,400,000
LINK LIGHT RAIL	WA-2021-004	Everett Link Extension Model Code Partner	2,000,000	12/31/2020	319,561	Active	1,680,439
REGIONAL EXPRESS	WA-2021-012	SR 522/NE 145th BRT Vehicles	4,800,000	02/25/2021	-	Active	4,800,000
SOUNDER COMMUTER RAIL	WA-2021-085	Auburn Station Access Improvements	1,500,000	09/10/2021	-	Active	1,500,000
Bus RAPID Transit	WA-2021-115	I-405 BRT Expansion Buses	7,255,465	09/18/2021	-	Active	7,255,465
SOUNDER COMMUTER RAIL	WA-2021-140	20 CARSI/5307 Enhance at Puyallup CR Stn	1,421,500	10/28/2021	393,899	Active	1,027,601
LINK LT RAIL & SOUNDER RAIL	WA-2022-065	Rail State of Good Repair - PIMS	3,668,478	09/15/2022	3,668,478	Active	-
REGIONAL EXPRESS	WA-2023-005	SRTC CN Earmark	3,000,000	03/09/2023	-	Active	3,000,000
REGIONAL EXPRESS	WA-2023-006	I-405 Bus Rapid Transit- Bus Procurement	8,437,097	03/22/2023	-	Active	8,437,097
LINK LIGHT RAIL	WA-2023-007	NE 130th St Station	1,180,650	03/22/2023	-	Active	1,180,650
REGIONAL EXPRESS	WA-2023-008	SRTC CN, 405 Buses 5339	12,924,801	03/31/2023	-	Active	12,924,801
		TOTAL FEDERAL TRANSIT AUTHORITY	**1,960,526,033**		**1,674,885,350**		**285,640,683**
OTHER FEDERAL							
REGIONAL FUND	EMW-2019-RA-00014	ATAT, Crit Evnt OT, Fac Hardening	1,315,813	09/01/2019	1,315,813	Active	-
REGIONAL FUND	EMW-2020-RA-00022	Crit Evnt OT, CEDO	642,738	08/10/2020	466,513	Active	176,225
REGIONAL FUND	EMW-2022-RA-00008	DSTT, CEDO	2,963,635	09/06/2022	-	Active	2,963,635
		TOTAL OTHER FEDERAL	**4,922,186**		**1,782,326**		**3,139,860**
STATE							
REGIONAL FUND	19-92501-015	Agency Energy Efficiency Project	197,000	06/03/2019	-	Active	197,000
		TOTAL STATE	**197,000**		**-**		**197,000**
		TOTAL ALL GRANTS	**1,965,645,219**		**1,676,667,676**		**288,977,543**

Above table as of Q1 2023. This section is updated every quarter.

Sustainability

Sustainability is at the core of Sound Transit's mission to connect more people to more places efficiently, affordably, reliably and in an environmentally friendly manner. Investing in transit builds a better future, maintains a clean environment, and supports both healthy communities and vibrant economies. At Sound Transit, sustainability is about more than the natural environment – it is a holistic goal that protects and enhances people, planet and prosperity.

In 2023, Sound Transit continues to conduct a wide range of projects, with increased focus on integrating sustainable design into capital expansion – from planning and final design to construction. With the passage of the ST3 Plan, a fully funded Sustainability Program will integrate green building and infrastructure in projects across all phases of development.

Sound Transit continues to implement our Sustainability Initiative through our internationally certified (ISO 14001) Environmental and Sustainability Management System (ESMS). The agency also continues to be a transit industry leader through our ongoing participation in APTA's Sustainability Commitment at the platinum recognition level.

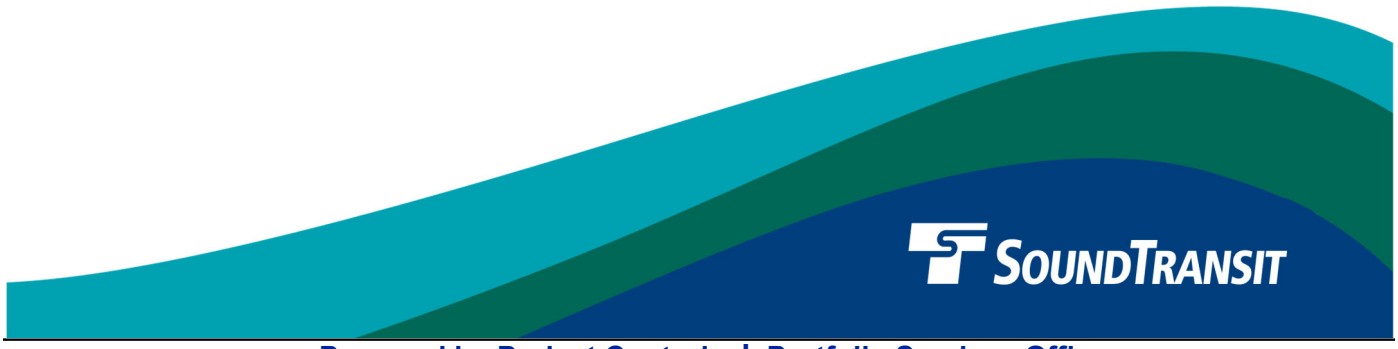
Key Accomplishments and Activities for Q1 2023

- Continued work on the Zero Emission Bus Transition Plan work.
- Initiated participation in WA State's Clean Fuel Standard. Presented to the Board of Directors on this topic.
- Published 2023 Environmental and Sustainability targets.
- Began data collection for the 2022 Annual Sustainability Progress Report and greenhouse gas inventory.

Key Upcoming Activities for Q2 2023

- Finalize 2022 Annual Sustainability Progress Report and present to Board of Directors.
- Complete internal ESMS Audit.
- Celebrate Earth Month by hosting a series of internal events.
- Collect first quarter's worth of revenue from participation in the Clean Fuel Standard.

Progress Report
Acronyms



AA	Alternative Analysis
AHU	Air Handling Units
AHJ	Authority Having Jurisdiction
ALTA	American Land Title Association
BCE	Baseline Cost Estimate
BCWS	Budgeted Cost of Work
BIM	Building Information Modeling
BNSF	Burlington Northern Santa Fe Railway
BOS	Bus on Shoulder
BRT	Bus Rapid Transit
CCB	Change Control Board
CCTV	Close Circuit Television
CDF	Controlled Density Fill
CHS	Capitol Hill Station
CM	Construction Management
CMU	Concrete Masonry Unit
CO	Change Order
CPI	Cost Performance Index
CPM	Critical Path Method
DAHP	Department of Archaeology & History Preservation
DART	Days Away, Restricted or Modified
DB	Design-Build
DBPM	Design-Build Project Management
DCE	Document Categorical Exclusion
DECM	Design, Engineering and Construction Management
DEIS	Draft Environmental Impact Statement
DP	Design Package
DPD	Seattle Department of Planning and Development
DSC	Differing Site Conditions
DSDC	Design Support During Construction
DSTT	Downtown Seattle Transit Tunnel
EFC	Estimated Final Cost
EMI	Electro Magnetic Interference
ERC	East Rail Corridor
FD	Final Design
FHWA	Federal Highway Administration
FSEIS	Final Supplemental Environmental Impact Statement
FFGA	Full Funding Grant Agreement
FTA	Federal Transit Administration
FTE	Full Time Employee
GC/CM	General Contractor /Construction Management
GEC	General Engineering Contract
HVAC	Heating, Ventilation and Air Conditioning
ICD	Integration Control Document
IDS	International District Station
IFB	Issue for Bids
IFC	Issue for Construction, also Industry Foundation Classes
IRT	Independent Review Team
IWP	Industrial Waste Permit
JA	Jacobs Associates
JARPA	Joint Aquatic Resource Permit Application
KCM	King County Metro
LNTP	Limited Notice to Proceed
LRRP	Light Rail Review Panel
LRT	Light Rail Transit
LRV	Light Rail Vehicle
LTK	LTK Engineering Services
MACC	Maximum Allowable Construction Cost
MBT	Mount Baker Tunnel
MEPF	Mechanical/Electrical/Plumbing/Fire Sprinkler
MI	Mercer Island
MLK	Martin Luther King, Jr. Way
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MOW	Maintenance of Way
MPPCV	Major Public Project Construction Variance
MRB	Material Review Board
MUP	Master Use Permit

NB	Northbound
NCR	Notification of Change Report
NCTP	North Corridor Transit Partners
NEPA	National Environmental Policy Act
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
NTP	Notice to Proceed
OCS	Overhead Catenary System
OMF	Operations and Maintenance Facility
OMSF	Operations and Maintenance Satellite Facility
PA	Public Address System
PE	Preliminary Engineering
PEP	Project Execution Plan
PEPD	Planning, Environment and Project Development
PMOC	Project Management Oversight Consultant
PSST	Pine Street Stub Tunnel
P&R	Park and Ride
Q	Quarter
QA	Quality Assurance
QC	Quality Control
QRA	Quantitative Risk Analysis
RE	Resident Engineer
RFC	Request for Change
RFD	Request for Deviation
RFI	Request for Information
RFP	Request for Proposal
RFQ	Request for Qualifications
RIR	Recordable Injury Rates
RMP	Risk Management Plan
ROD	Record of Decision
ROW	Right -of -Way
RSD	Revenue Service Date
SB	Southbound
SCADA	Supervisory Central and Data Acquisition
SCC	Standard Cost Categories
SCL	Seattle City Light
SDEIS	Supplemental Draft Environmental Impact Statement
SEPA	State Environmental Policy Act
SIP	Street Improvement Permitting
SPI	Schedule Performance Index
SOW	Scope of Work
SR	State Route
ST	Sound Transit
START	Seattle Tunnel and Rail Team
SWI	Stacy and Witbeck, Inc.
TBM	Tunnel Boring Machine
TCAL	Temporary Construction Airspace Lease
TCE	Temporary Construction Easement
TE	Traction Electrification
TFK	Traylor Frontier Kemper Joint Venture
TOD	Transit Oriented Development
TPSS	Traction Power Substations
TVM	Ticket Vending Machine
UAC	Unallocated Contingency
U-Link	University Link project
UDS	University District Station
USFWS	U.S. Fish and Wildlife Service
UW	University Of Washington
UST	Underground Storage Tank
UWS	University of Washington Station
VAV	Variable Air Volume
VE	Value Engineering
VECP	Value Engineering Cost Proposal
VMS	Video Management System
WBS	Work Breakdown Structure
WDFW	Washington Department of Fish and Wildlife
WSDOT	Washington Department of Transportation